



430 Sports Coupe Table of Contents

1. Introduction.....	1-1
2. Model Specific Information.....	2-1
3. Controls and Indicators	3-1
4. Basic Systems Operation	4-1



430 Sports Coupe

This Page Intentionally Left Blank

Downloaded from CruisersOwnersForum
<http://www.CruisersOwnersForum.com>



Section 1

Introduction

Welcome Aboard!!	1-2	Warranty Information	1-5
Skipper's Kit	1-2	Dealership Responsibilities	1-5
Owner's Manual	1-2	Your Responsibilities	1-5
Safety Symbols	1-3	Warranty Service	1-5
Safety	1-3	Safety Label Locations	1-6
Owner's Manuals for Onboard Systems and Components	1-4		



Section 1

WELCOME ABOARD!!

Welcome to the **Cruisers Yachts** family of happy yacht owners.

We wish to thank you for making our **430 Sports Coupe** your recreational choice for boating enjoyment. Extensive design and engineering research went into the development of all **Cruisers Yachts**. We feel there is a beautiful balance between structural integrity and creature comforts.

Your yacht was manufactured by trained craftsmen in the tradition of meeting or exceeding existing safety and quality standards established by the United States Coast Guard and the Boating Industry of America.

Cruisers Yachts has been manufacturing boats for over 50 years. We take pride in our craftsmanship and hull performance. We are confident you will enjoy the ride. For you, the **Cruisers Yachts** name is your assurance that your yacht will hold its value while providing many years of boating pleasure. We have made a commitment to this industry and are glad to have you as a partner.

Congratulations on your choice – let us know if we can be of further service.

SKIPPER'S KIT

The Skipper's Kit contains the **430 Sports Coupe** owner's manual. Also included is information about onboard systems and components furnished by suppliers other than Cruisers Yachts.

Owner's Manual

The owner's manual contains specific information concerning the operation of the **430 Sports Coupe**. The descriptions contained within this manual will introduce you to features of the **430 Sports Coupe**, and provide you with a general knowledge of how the equipment works. This manual is divided into several sections, and each section is introduced by a table of contents to help you quickly find needed information.

The **Getting Started** owner's manual contains additional general information concerning operation and the necessary information for boating safely and care of your yacht. The **Getting Started** manual is also divided in the same manner as the owner's manual to help you quickly find needed information. Become familiar with the material in each section of both manuals. Always keep both manuals together and with your yacht for future use, and for anyone who may operate your yacht. The following are the topics found in the **Getting Started** manual:

INTRODUCTION
BOATING SAFETY
CONTROLS AND INDICATORS
BASIC SYSTEMS OPERATION
GENERAL ACCESSORY ITEMS
GETTING UNDERWAY
GENERAL MAINTENANCE
STORAGE AND EXTENDED LAY-UP
TROUBLESHOOTING



Safety Symbols

Safety

In emergency situations, it may be necessary to resort to measures which are not normally practiced. Always assess the dangers of being in harm's way before the protection of equipment.

Keep a sound mind during an emergency and always think safety.



**The Safety Alert Symbol means
ATTENTION! Be alert to the possibility
of personal injury or death.**

The following precautions are used throughout this manual.



DANGER

Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION

Indicates a potentially hazardous situation, which, if not avoided, could result in minor or moderate injury.

CAUTION

Indicates the presence of a hazard which might result in damage to property or equipment.

The "signal words" of **DANGER**, **WARNING** and **CAUTION** have specific meaning to alert you to relative level of hazard.

Section 1 contains a description of the Skipper's Kit and information about the warranty.

Section 2 contains your yacht specifications such as dimensions and capacities. There are also layout diagrams to introduce you to floorplans as well as the locations of various components.

Section 3 contains descriptions of all the controls and indicators on the dash of the helm.

Section 4 contains principles of operation for the major systems onboard the **430 Sports Coupe**.



Section 1

Owner's Manuals for Onboard Systems and Components

Spend some time becoming familiar with all the information contained in the Skipper's Kit. Besides containing separate warranty information, the kit also contains literature which provides important safety information and operating and maintenance instructions for those systems and components not manufactured by Cruisers Yachts.

Depending on the options you chose, the kit may contain some or all of the following literature:

- Engine
- Hydraulic Steering
- RACOR Fuel Filter/Water Separator
- Electric Stove
- Battery Charger
- Water Heater
- Trim Tabs
- Refrigerator/Freezer
- Generator
- Electric Anchor Windlass
- Air Conditioner/Heater
- Stereo System
- Compass
- Microwave/Convection Oven
- Marine Toilet
- Fire Suppression System
- Carbon Monoxide (CO) Detector
- Refrigerator/Ice Maker
- Propeller Shaft
- Washer/Dryer
- Bow Thruster
- Central Vacuum
- Spotlight Operation
- Television, DVD Player, FM Radio
- Electronic Dash Components
- Trash Compactor

Downloaded from CruisersOwnersForum
<http://www.CruisersOwnersForum.com>



WARRANTY INFORMATION

Warranties for onboard systems and components furnished by suppliers other than Cruisers Yachts are located inside the Skipper's Kit. Your Cruisers Yachts Dealer will go through these with you. It is your responsibility to fill out any warranty registration that may be required.

The warranty provided by Cruisers Yachts is printed on the last page of this manual. You and the Cruisers Yachts Dealer have certain responsibilities to fulfill to keep the warranty in force.

Dealership Responsibilities

1. The dealer will discuss the terms of all warranties and stress the importance of registering warranties with the appropriate manufacturers.
2. The dealer will provide instruction for obtaining warranty service.
3. The dealer will go over the predelivery service record with you and then sign it to certify that all work has been accomplished.
4. The dealer will provide you with thorough instructions in the operation of your yacht and all its systems.

Your Responsibilities

1. Sit down with the dealer and go over all warranties. Fill in the Cruisers Yachts Limited Warranty Registration card which is located inside the Skipper's Kit. Keep a record of the hull number for future reference.
2. Inspect the boat at the time of delivery to ensure that all systems are operating properly.
3. Sit down with the dealer and go over the predelivery service record. Sign this record to indicate that it has been explained to you.
4. Operate all equipment per the manufacturer's instructions.
5. Cruisers Yachts recommends that you refer to your engine warranty for initial inspection and service requirements.

6. Perform or provide for the appropriate periodic maintenance outlined in the owner's manuals and service guides.

Warranty Service

You are entitled to all the benefits and services set down in the warranties. If a problem arises with your **430 Sports Coupe** as a result of workmanship or materials, contact your Cruisers Yachts Dealer as soon as possible. Please have your hull identification number and necessary model numbers on hand for the items that may need service or repair. Your hull identification number is located below the rub rail on the starboard side of the transom.



Section 1

SAFETY LABEL LOCATIONS

The actual location and number of safety labels throughout your Cruisers Yacht vary from yacht to yacht. These illustrations are used as a reference to identify some of the labels. Some of the labels shown may not appear as the actual labels on your yacht. The number identifying the label corresponds with the legend and describes the general location of the label on your yacht.

1. Davit Lift, if equipped

2. Transom/Swim Platform
3. Cabin Entrance Door
4. Power Cable Connectors
5. AC/DC Control Panel, Cabin
6. Helm
7. Steering Wheel
8. City Water Hook-up

⚠ DANGER

FAILURE TO OBEY THE FOLLOWING
WILL RESULT IN
DEATH OR SERIOUS INJURY

- Read and understand your owner's manual.
- You must be trained in the safe operation of this equipment. An untrained operator subjects himself and others to **DEATH OR SERIOUS INJURY**!
- Inspect Crane and its operation before each use.
- Never operate the Crane with personnel under the boom or load. Be aware of boaters and swimmers in the launching/retrieval area.
- Never ride on the boom or in the tender. Never hoist personnel on hook, load, or any device attached to the boom.
- Always use caution while rotating a load. Keep control of the load with tag lines.

⚠ DANGER

Avoid serious injury or death from spinning propeller or carbon monoxide.

Do NOT approach back of boat while engine is running.

Do NOT hang on (teak surf) or occupy swim platform while engine is running or boat is underway.

⚠ DANGER

TO PREVENT CARBON MONOXIDE FROM ENTERING CABIN, KEEP PORTHOLES CLOSED WHILE ENGINE OR GENERATOR IS RUNNING. CARBON MONOXIDE WILL CAUSE SERIOUS INJURY OR DEATH.

⚠ WARNING

MAXIMUM SAFE WORKING
LOAD CAPACITY: ____ POUNDS

⚠ WARNING

Carbon monoxide can cause brain damage or death

Gasoline engines and generators produce carbon monoxide. Proper ventilation can prevent carbon monoxide buildup.

Use doors, hatches and ports to create proper flow through ventilation of fresh air.

Signs of carbon monoxide poisoning include nausea, dizziness and drowsiness.

See owners manual for more information.

⚠ WARNING

Carbon monoxide can cause brain damage or death

Gasoline engines and generators exhaust contains carbon monoxide.

Do NOT occupy swim platform, transom or aft lounging areas when engine or generator is running.

Ventilate cockpit and cabin areas with fresh air.

Poisonous exhaust can build up in these locations.

Increased carbon monoxide levels likely occur in the following situations. All require particular attention.

- Operating at slow speed or while stopped.
- Running with a high bow angle.
- Using canvas tops, side curtains and back curtains.
- Operating engines or generators in confined spaces or dockside.
- Blocking of hull exhaust outlets
- Contributing weather conditions, such as headwinds.

Signs of carbon monoxide poisoning include nausea, dizziness and drowsiness.

See owner's manual for more information.

⚠ WARNING

(California Only)

⚠ WARNING

A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm.

EXAMPLES INCLUDE:

- Engine and generator exhaust
- Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil.
- Cooking fuels.
- Cleaners, paints, and substances used for vessel repair.
- Waste materials that result from wear of vessel components.
- Lead from battery terminals and from other sources such as ballast or fishing sinkers.

TO AVOID HARM:

- Keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash areas thoroughly with soap and water after handling the substances above.

California Health & Safety Code §§ 25249.5-.13

⚠ WARNING

To minimize shock fire hazards:

- (1) Turn off the boat's shore connection switch before connecting or disconnecting shore cable.
- (2) Connect shore power cable at the boat first.
- (3) If polarity warning indicator is activated, immediately disconnect cable and correct polarity.
- (4) Disconnect shore-power cable at shore outlet first.
- (5) Close shore-power inlet cover tightly.

DO NOT ALTER SHORE-POWER CABLE CONNECTORS

⚠ WARNING

RANDOM FAILURE OF CITY WATER SYSTEM COULD RESULT IN EXCESS BILGE ACCUMULATIONS AND SWAMPING. DO NOT LEAVE CITY WATER CONNECTED TO AN UNATTENDED BOAT.

SHORE MAIN NO. 1

SHORE MAIN NO. 2

⚠ WARNING

Carbon monoxide can cause brain damage or death

Gasoline engines and generators produce carbon monoxide. Proper ventilation can prevent carbon monoxide buildup.

Use doors, hatches and ports to create proper flow through ventilation of fresh air.

Signs of carbon monoxide poisoning include nausea, dizziness and drowsiness.

See owners manual for more information.

⚠ WARNING

Carbon monoxide can cause brain damage or death

Gasoline engines and generators exhaust contains carbon monoxide.

Do NOT occupy swim platform, transom or aft lounging areas when engine or generator is running.

Ventilate cockpit and cabin areas with fresh air.

Poisonous exhaust can build up in these locations.

Increased carbon monoxide levels likely occur in the following situations. All require particular attention.

- Operating at slow speed or while stopped.
- Running with a high bow angle.
- Using canvas tops, side curtains and back curtains.
- Operating engines or generators in confined spaces or dockside.
- Blocking of hull exhaust outlets
- Contributing weather conditions, such as headwinds.

Signs of carbon monoxide poisoning include nausea, dizziness and drowsiness.

See owner's manual for more information.

⚠ WARNING

To minimize shock fire hazards:

- (1) Turn off the boat's shore connection switch before connecting or disconnecting shore cable.
- (2) Connect shore power cable at the boat first.
- (3) If polarity warning indicator is activated, immediately disconnect cable and correct polarity.
- (4) Disconnect shore-power cable at shore outlet first.
- (5) Close shore-power inlet cover tightly.

DO NOT ALTER SHORE-POWER CABLE CONNECTORS

⚠ WARNING

RANDOM FAILURE OF CITY WATER SYSTEM COULD RESULT IN EXCESS BILGE ACCUMULATIONS AND SWAMPING. DO NOT LEAVE CITY WATER CONNECTED TO AN UNATTENDED BOAT.

SHORE MAIN NO. 1

SHORE MAIN NO. 2

CSR_SLMS_001A



9. Rumble Seat

10. Helm

11. Engine Room Hatch

12. Cockpit

13. Helm

14. Helm

15. Helm

16. Swim Platform

17. AC/DC Control Panel, Cabin

9

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH
OCCUPANT MAY FALL OR BE EJECTED
FROM SEAT

DO NOT OCCUPY SEAT WHEN UNDERWAY

10

⚠ WARNING



- SLIDING HATCH -
TO AVOID PERSONAL INJURY
OR DAMAGE TO BOAT
POSITIVE LOCK MUST BE LATCHED
AT ALL TIMES.

11

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH
FROM FIRE OR EXPLOSION RESULTING
FROM LEAKING FUEL.
INSPECT SYSTEM FOR LEAKS
AT LEAST ONCE A YEAR

12

⚠ WARNING

ACTUATED HATCH CAN CAUSE SERIOUS
INJURY. KEEP CLEAR OF THE HATCH
WHEN IT IS IN MOTION. THE TRANSOM
DOOR MUST BE OPEN, THE COCKPIT
TABLE AND REAR CANVAS MUST BE
REMOVED TO ACTUATE THE HATCH.

13

⚠ WARNING

VISIBILITY FROM THE SEATED POSITION AT THIS
HELM STATION IS LIMITED.
AVOID SERIOUS INJURY OR DEATH FROM COLLISIONS.
OPERATION FROM A STANDING POSITION MAY BE
NECESSARY TO MAINTAIN A LOOKOUT AS REQUIRED
BY USCG NAVIGATION RULES.
READ OWNERS MANUAL.

14

⚠ WARNING

FUEL VAPORS CAN EXPLODE RESULTING IN INJURY OR DEATH. BEFORE
STARTING ENGINE OR GENERATOR:

- CHECK ENGINE COMPARTMENT BILGE FOR FUEL OR VAPORS, AND
- OPERATE BLOWER FOR FOUR MINUTES BEFORE/DURING STARTING
ENGINES OR GENERATOR AND BELOW CRUISING SPEED
 - VERIFY BLOWER OPERATION

15

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH
UNEXPECTED SEAT ROTATION MAY
CAUSE EJECTION OF OCCUPANT

LOCK SWIVEL AND SLIDER WHEN
SPEED EXCEEDS 5 MPH

16

⚠ WARNING

MAXIMUM PLATFORM CAPACITY LBS.
ALL WEIGHT MUST BE CENTERED.
CONTINUOUS OVERLOADING WILL CAUSE
PERFORMANCE ISSUES AND/OR STRUCTURAL
DAMAGE TO BOAT.

17

⚠ CAUTION

ACTIVATING A "DRY" HOT WATER ELECTRIC HEATING ELEMENT WILL BURN IT OUT.
REMOVE LABEL ONCE THE WATER SYSTEM IS FILLED & PRESSURIZED.

CSR_SLMS_001B

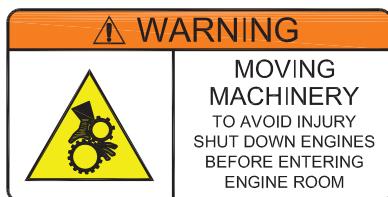


Section 1

- 18. Cockpit
- 19. Cabin Entry Door
- 20. Cabin
- 21. Cockpit
- 22. AC/DC Control Panel, Cabin

- 23. Cabin
- 24. Galley
- 25. Engine Compartment
- 26. Cleats
- 27. Head

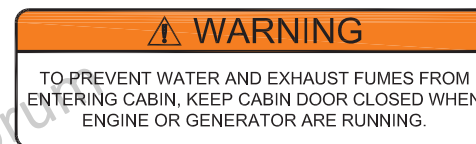
18



19



20



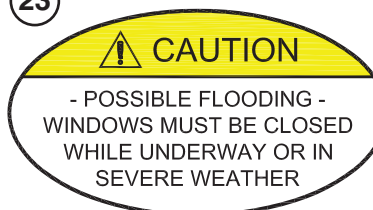
21



22



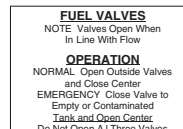
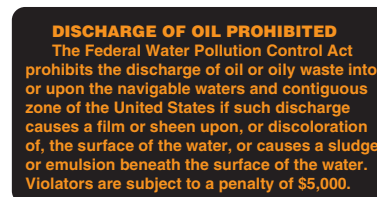
23



24



25



26



27



CSR_SLMS_001C



Section 2

Model Specific Information

Specifications.....	2-2	Freshwater Layout.....	2-13
Deck Hardware General Layout.....	2-3	Waste Layout.....	2-14
Interior General Layout – Salon.....	2-4	Raw Water Layout.....	2-15
Plumbing Hardware.....	2-5	Hardtop Sliding Sunroof.....	2-16
Fuel Layout – Yanmar Diesel.....	2-6	Walk-Thru Windshield.....	2-17
Engine Room Bulkhead and Electrical		Windshield Washer System / Ice Maker Valve.....	2-17
Panel – Yanmar.....	2-7	Sun Deck Lounge.....	2-18
Engine Room General Layout – Yanmar.....	2-8	Rumble Seat – Optional.....	2-18
Engine Room Vent Layout – Yanmar.....	2-9	Dinette Tables.....	2-19
Fuel Layout – Volvo IPS.....	2-10	Transom Gate.....	2-19
Engine Room General Layout Bulkhead –		Cockpit Sun Bed.....	2-19
Volvo IPS.....	2-11	Cockpit TV.....	2-20
Engine Room Ventilation / Oil Exchange		Aft State Room.....	2-20
Layout – Volvo IPS.....	2-12	Lifting and Storing Your Boat.....	2-21



Section 2

SPECIFICATIONS

Measurements

(US / Metric)

L.O.A. with Swim Platform	43'0" / 13.1 m
Beam	13'6" / 4.1 m
Approximate Weight, Gas Engines*	22,000 lbs / 9,979 kg
Approximate Weight, Diesel Engines*	23,500 lbs / 10,659 kg
Swim Platform Capacity.....	650 lbs / 294.8 kg
Fuel Capacity.....	300 gal / 1,136 L
Water System Capacity	75 gal / 284 L
Holding Tank Capacity	50 gal / 189 L
Cabin Headroom.....	6'5" / 2.0 m
Height - Keel to Top of Hardtop.....	13'6" / 4.1 m
Bridge Clearance to Top of Hardtop	11'5" / 3.5 m
Draft: Hull / Underwater Gear	
Draft VD.....	41" / 1.0 m
Draft IPS.....	44" / 1.1 m
Deadrise	16 degrees
Sleeping Accommodations	5 persons

*Weights are estimates and can vary from options and equipment added.

Engines

GAS:

Mercury 8.1, HRZ, DTS, VD, 270 HP FWC
Mercury 8.1, HO, DTS, VD, 420 HP FWC)
Volvo 500G IPS, 375 HP

DIESEL:

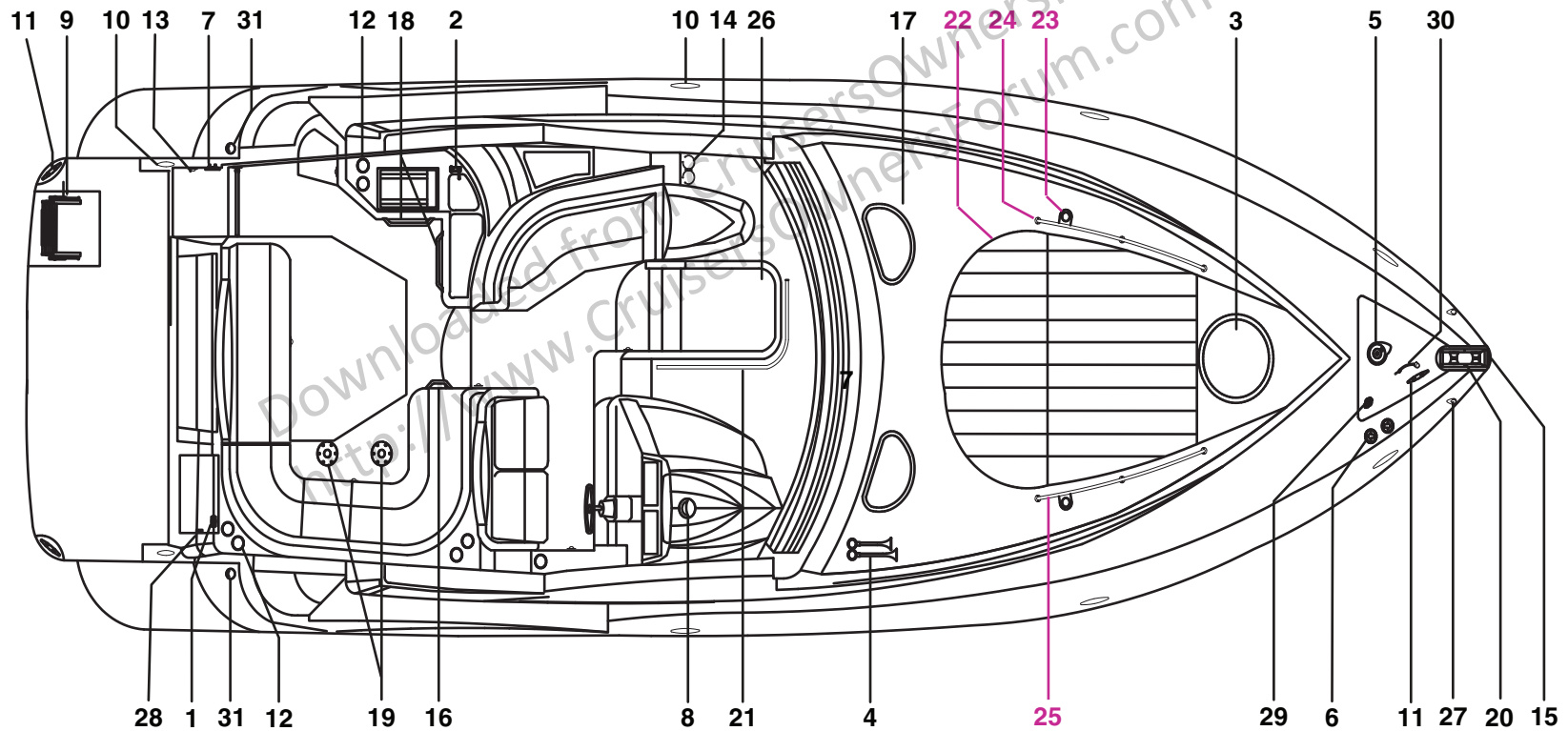
Volvo D6 EVC/EC VD 370 HP
Volvo D6 EVC/EC VD 435 HP
Volvo D6 500 IPS 370 HP
Volvo D6 600 IPS 435 HP
Yanmar 6LY3UTP EC VD 380 HP
Yanmar 6LY35STP EC VD 440 HP



DECK HARDWARE GENERAL LAYOUT

- | | | | |
|---------------------------|----------------------------|---------------------|----------------------------|
| 1. City Water Receptacle | 9. Ladder | 17. Hatch | 25. Starboard Grab Rail |
| 2. Cockpit Faucet | 10. Cleat | 18. Grab Rail | 26. Cabin Door |
| 3. Hatch | 11. Cleat | 19. Table Base | 27. Navigation Light |
| 4. Air Horn | 12. Drink Holder | 20. Bow Roller | 28. Dock TV Receptacle |
| 5. Windlass | 13. Cockpit Courtesy Light | 21. Walkthru Rail | 29. Washdown Faucet |
| 6. Windlass Deck Switch | 14. Drink Holder | 22. Sun Deck Lounge | 30. Chain Snubber |
| 7. Washdown Shower System | 15. Spotlight | 23. Drink Holder | 31. Deck Fill Plate - Fuel |
| 8. Compass | 16. Grab Rail | 24. Port Grab Rail | |

Purple = optional equipment

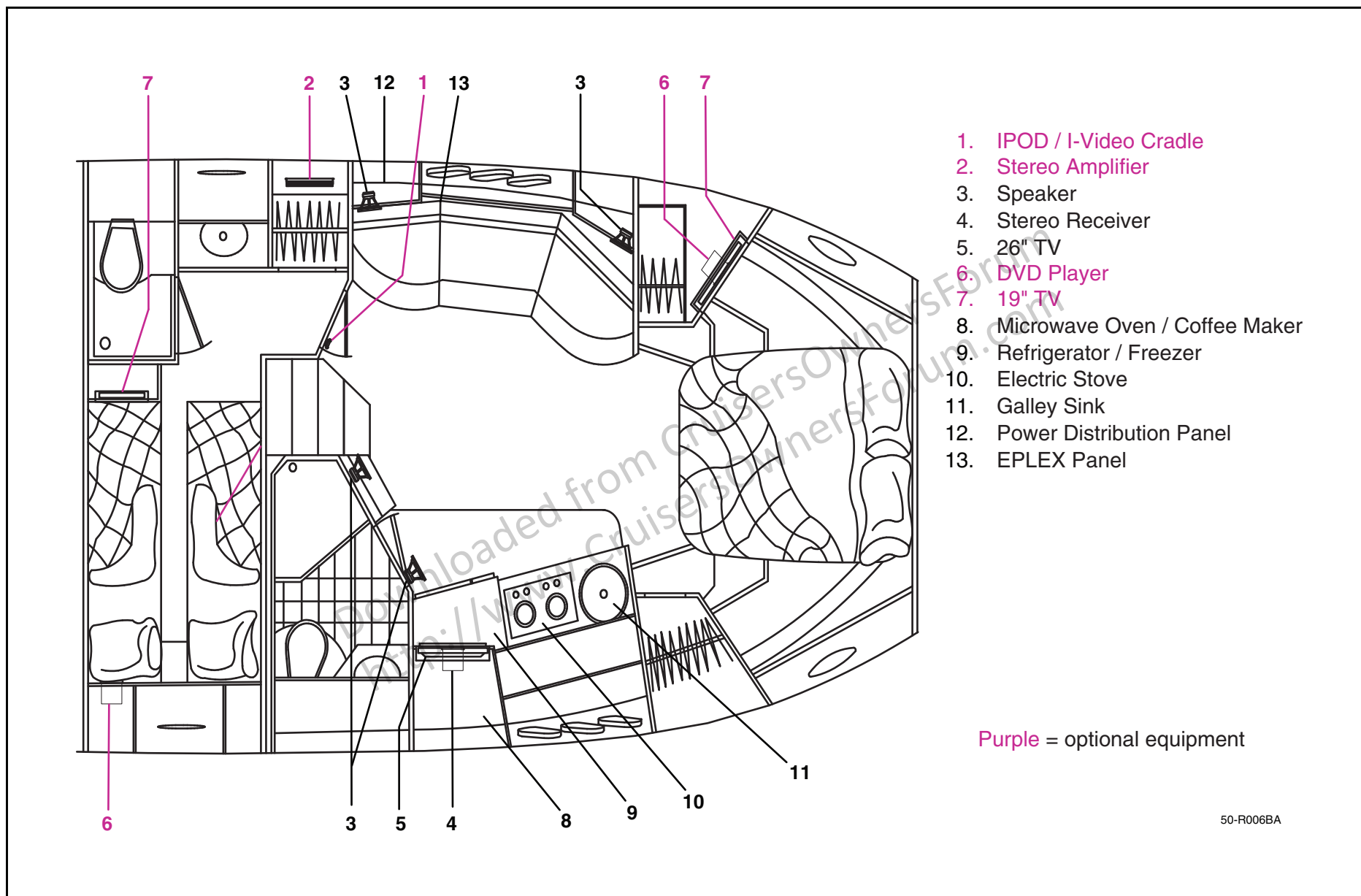


50-R002D



Section 2

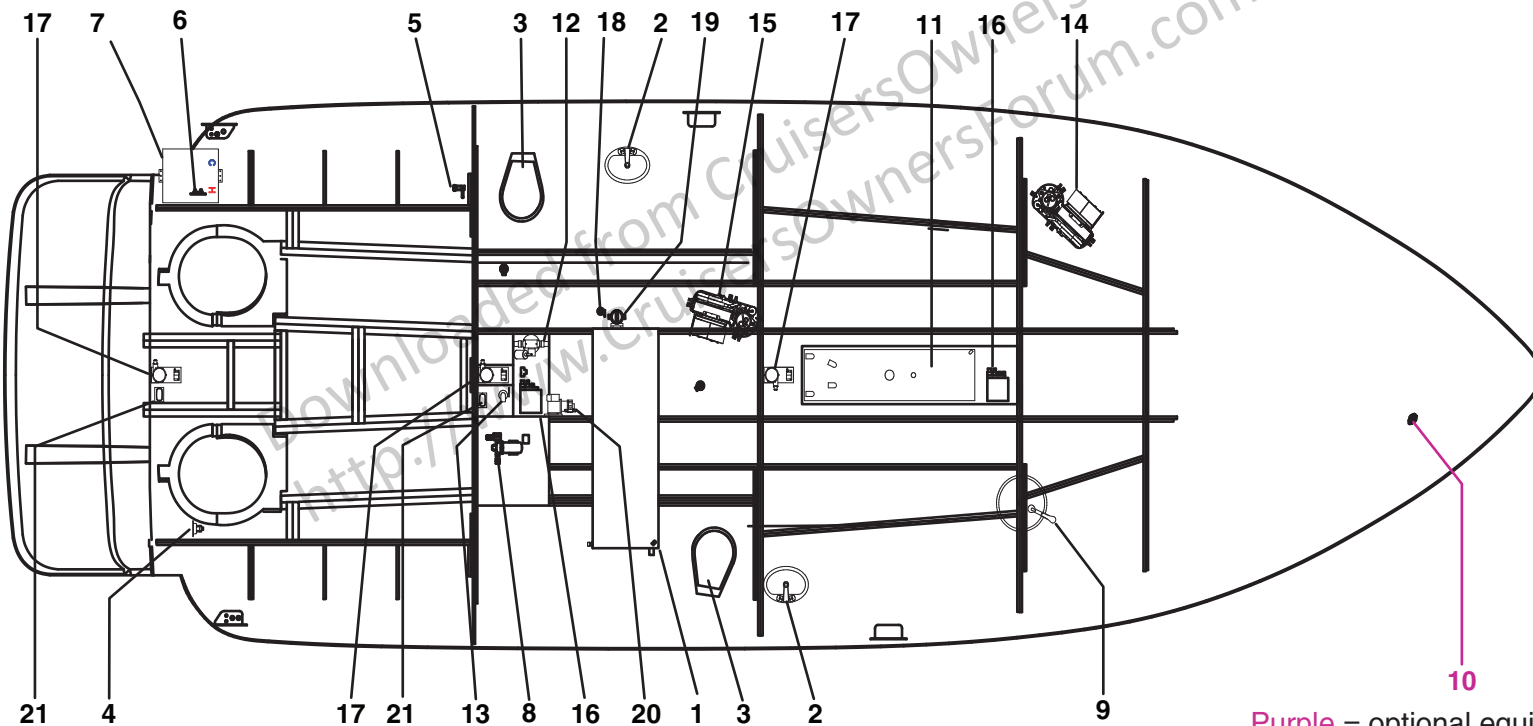
INTERIOR GENERAL LAYOUT – SALON





PLUMBING HARDWARE

- | | | |
|---------------------------|---|---|
| 1. Water Tank | 9. Galley Faucet | 17. Bilge Pump, 2200 GPH
(8328 LPH) / Float Switch |
| 2. Head Faucet | 10. Washdown Faucet | 18. Water Pickup / Seacock |
| 3. Head | 11. Waste Tank | 19. Strainer |
| 4. City Water Receptacle | 12. Macerator Pump | 20. Air Conditioner Raw Water Pump |
| 5. Cockpit Faucet | 13. Thru-hull Seacock | 21. High Water Alarm / Float Switch |
| 6. Washdown Shower System | 14. Air Conditioner Unit - Forward, Salon | |
| 7. Water Heater | 15. Air Conditioner Unit - Aft, Salon | |
| 8. Freshwater Pump | 16. Shower Sump Pump | |



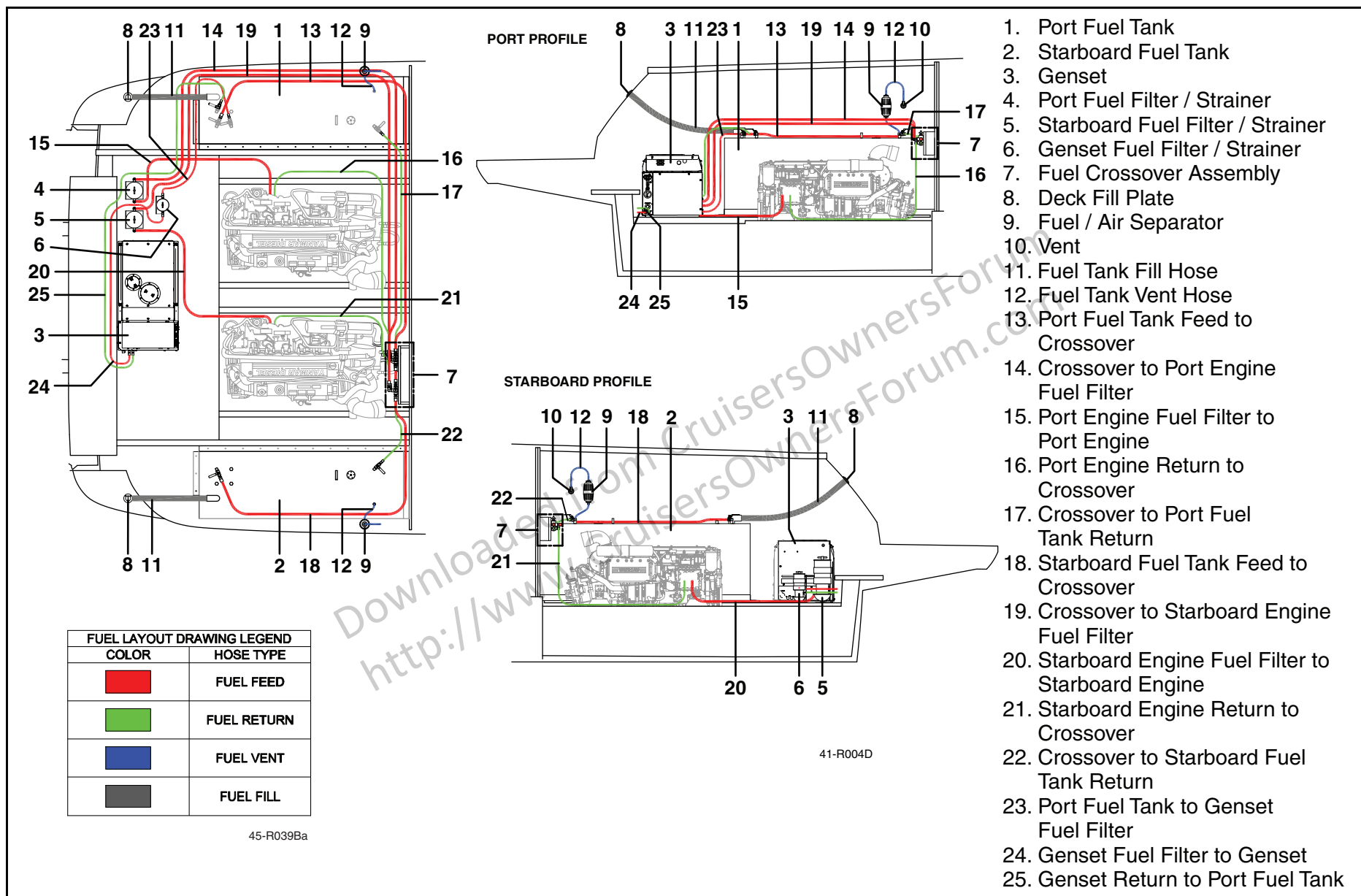
Purple = optional equipment

50-R006DA



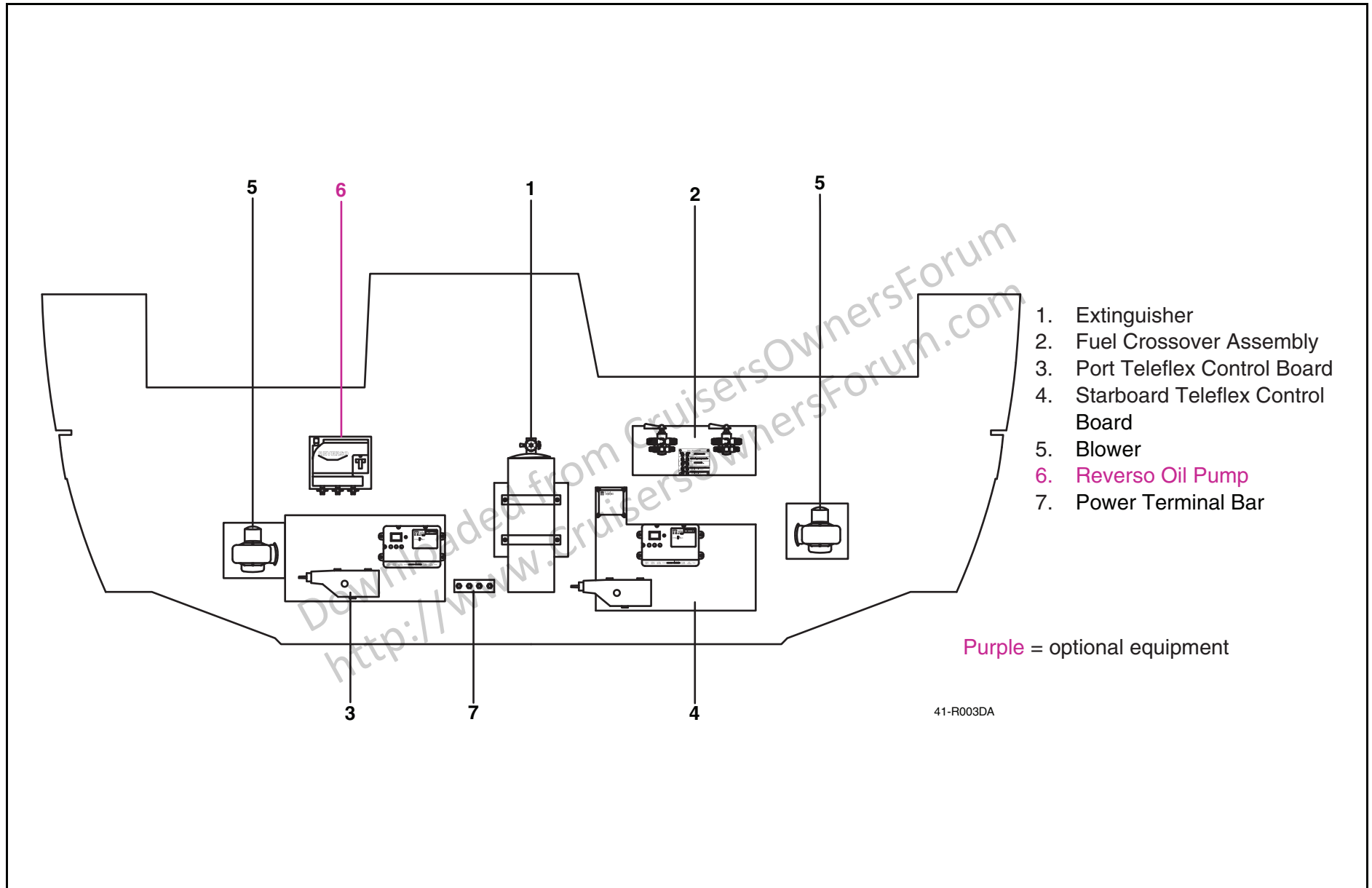
Section 2

FUEL LAYOUT – YANMAR DIESEL





ENGINE ROOM BULKHEAD AND ELECTRICAL PANEL – YANMAR

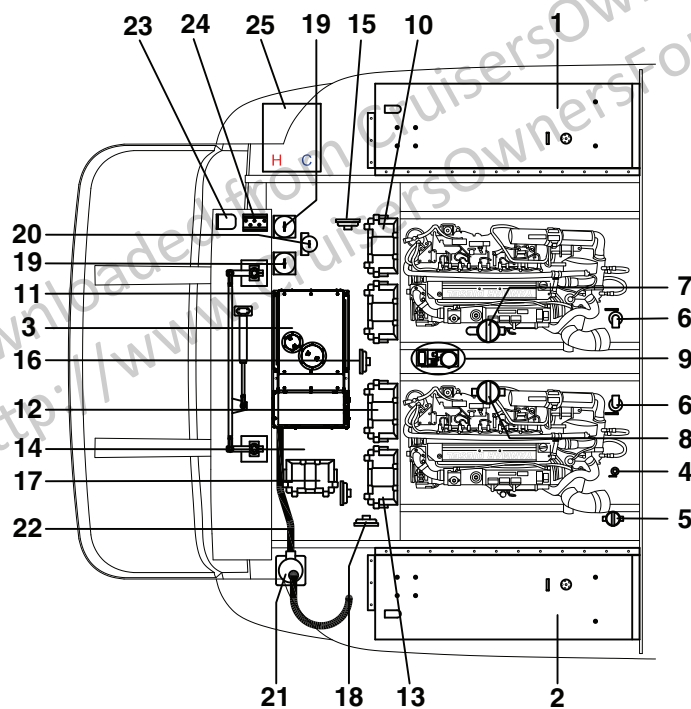




Section 2

ENGINE ROOM GENERAL LAYOUT – YANMAR

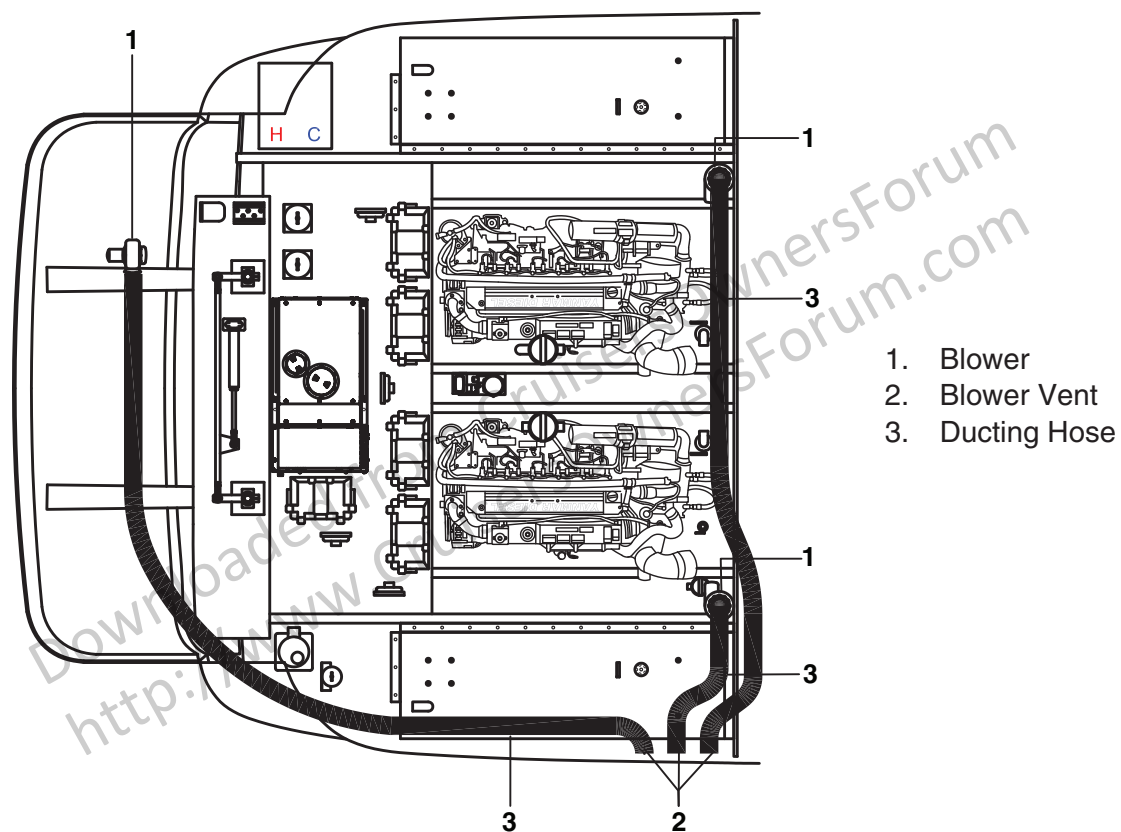
- | | | |
|--|--------------------------------------|----------------------------------|
| 1. Port Fuel Tank | 10. Battery, Port Engine | 20. Strainer / Racor Fuel Filter |
| 2. Starboard Fuel Tank | 11. Battery, Acc. | DSL, 500MA30 |
| 3. Genset | 12. Battery, Acc. | 21. Muffler |
| 4. Strainer | 13. Battery, Starboard Engine | 22. Exhaust Hose |
| 5. Seawater Strainer | 14. Battery, Genset | 23. Trim Tab |
| 6. Thru Hull Seacock | 15. Battery Switch, Port Engine | 24. Battery Isolator |
| 7. Raw Water Strainer | 16. Battery Switch, Acc. | 25. Water Heater |
| 8. Raw Water Strainer | 17. Battery Switch, Genset | |
| 9. Bilge Pump, 2200 GPH /
Float Switch / High Water Alarm | 18. Battery Switch, Starboard Engine | |
| | 19. Strainer / Racor Fuel Filter | |



41-R003DB



ENGINE ROOM VENT LAYOUT – YANMAR

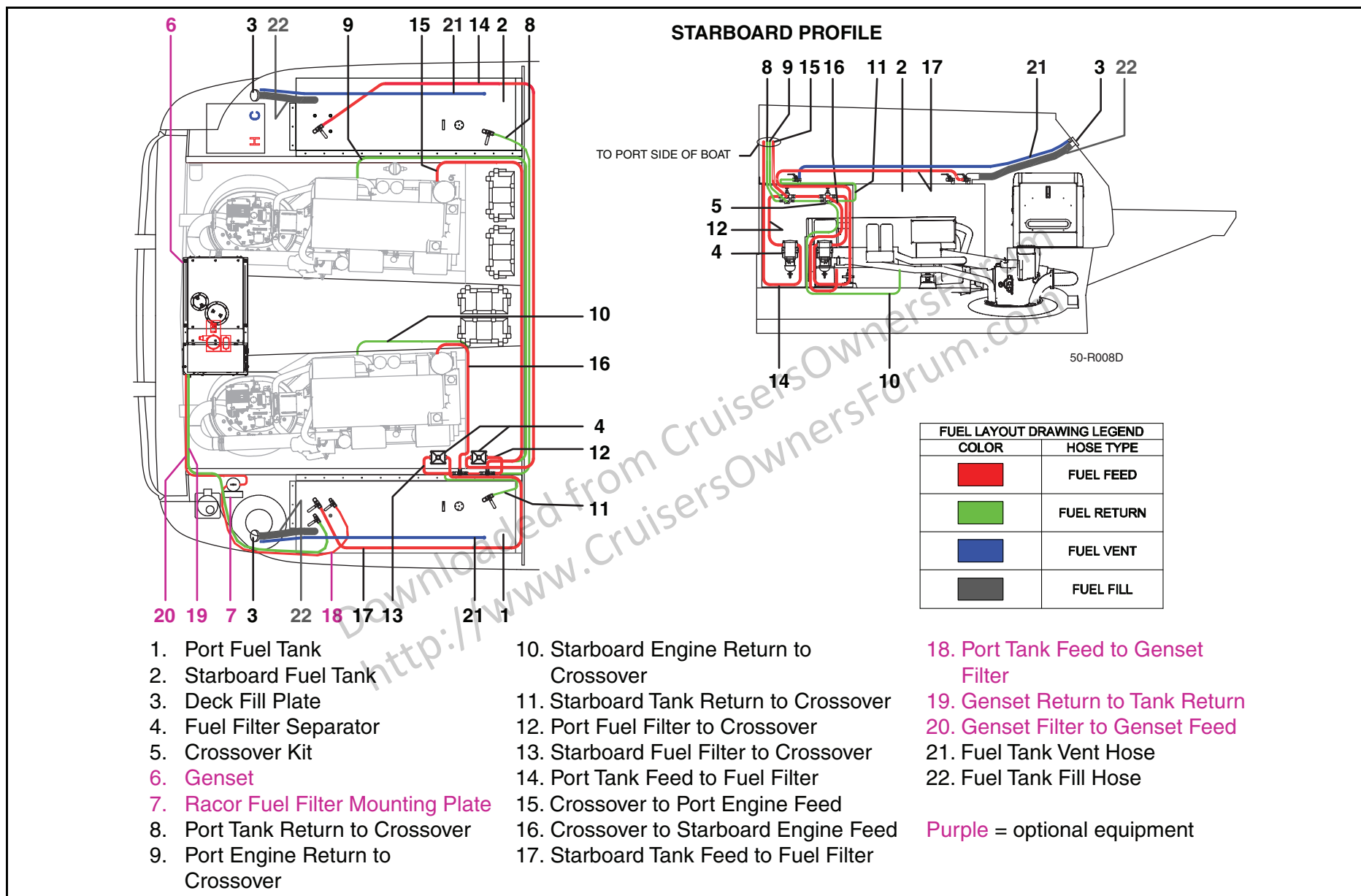


41-R017B



Section 2

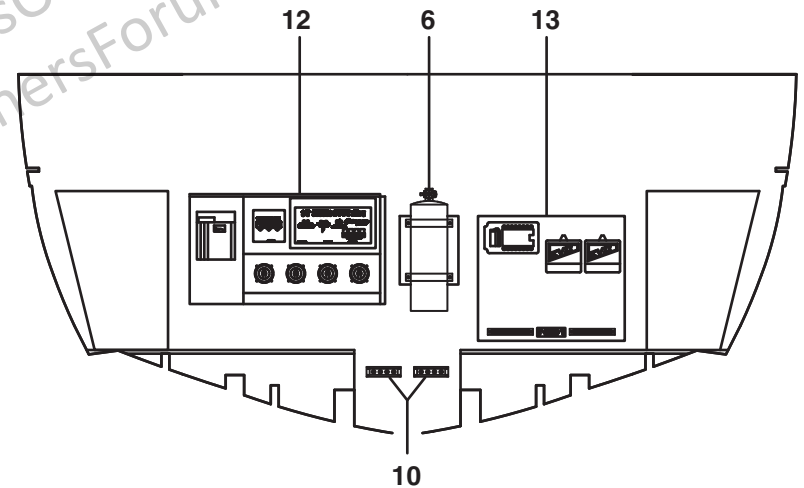
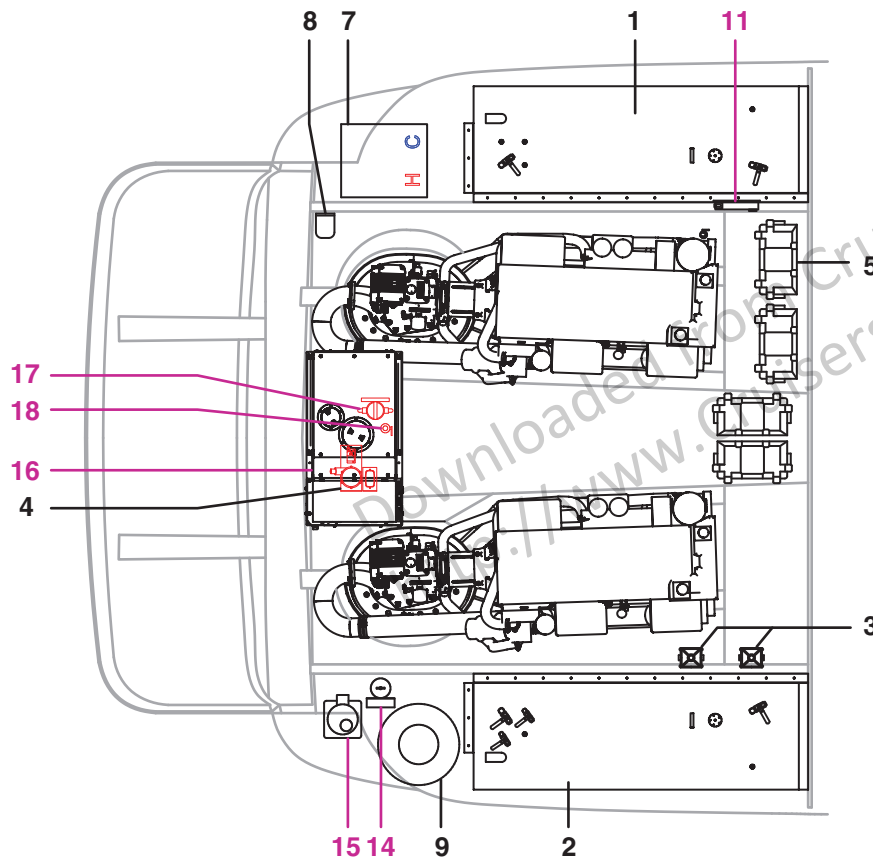
FUEL LAYOUT – VOLVO IPS





ENGINE ROOM GENERAL LAYOUT BULKHEAD – VOLVO IPS

- | | | |
|--|-------------------------------|--|
| 1. Port Fuel Tank | 5. Battery Bank | 12. Engine Room Electrical Panel - Port |
| 2. Starboard Fuel Tank | 6. Extinguisher | 13. Engine Room Electrical Panel - Starboard |
| 3. Fuel Filter / Crossover Kit | 7. Water Heater | 14. Racor Fuel Filter / Strainer |
| 4. Bilge Pump, 2200 GPH (8328 LPH) / Float Switch / High Water Alarm | 8. Trim Tab Pump | 15. Genset Muffler |
| | 9. Shore Power Cord Container | 16. Genset |
| | 10. Power Bar Terminal | 17. Strainer |
| | 11. Reverso Oil Pump | 18. Thru-Hull Fitting / Ball Valve |



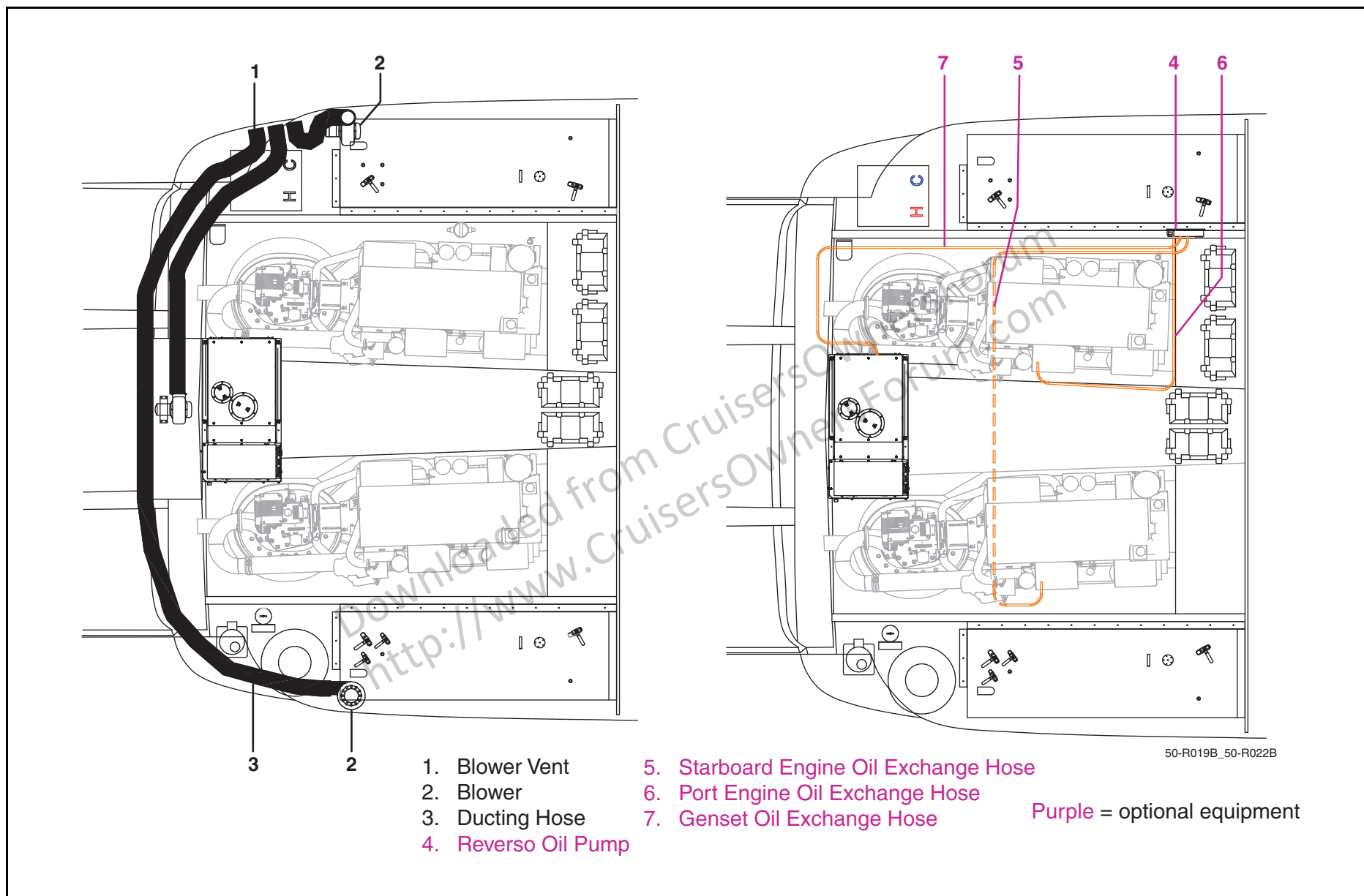
Purple = optional equipment

50-R009D



Section 2

ENGINE ROOM VENTILATION / OIL EXCHANGE LAYOUT – VOLVO IPS



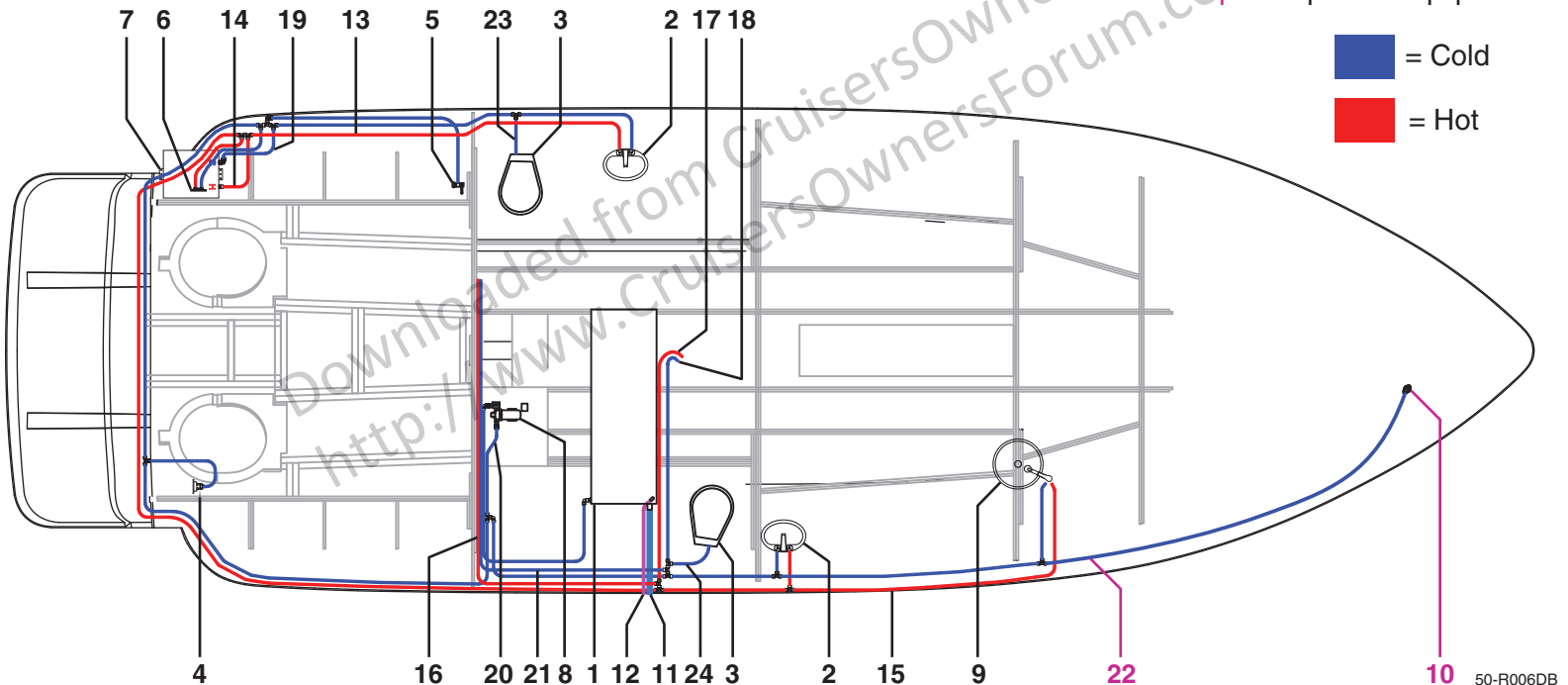


FRESHWATER LAYOUT

- | | | |
|---------------------------|-----------------------------------|---|
| 1. Water Tank | 9. Galley Sink | 17. Water Hose - Forward Shower |
| 2. Head Sink | 10. Anchor Washdown Faucet | 18. Water Hose - Aft Shower |
| 3. Head | 11. Water Tank Fill Hose | 19. Water Hose - Water Heater |
| 4. City Water Receptacle | 12. Water Tank Vent Hose | 20. Water Hose - Water Pump |
| 5. Cockpit Faucet | 13. Water Hose - Port Side | 21. Water Hose - Forward Shower |
| 6. Washdown Shower System | 14. Water Hose - Water Heater | 22. Water Hose - Anchor Washdown |
| 7. Water Heater | 15. Water Hose - Starboard Side | 23. Water Hose - Aft Head Pickup |
| 8. Freshwater Pump | 16. Water Hose - Aft Shower | 24. Water Hose - Forward Head Pickup |

Purple = optional equipment

■ = Cold
■ = Hot

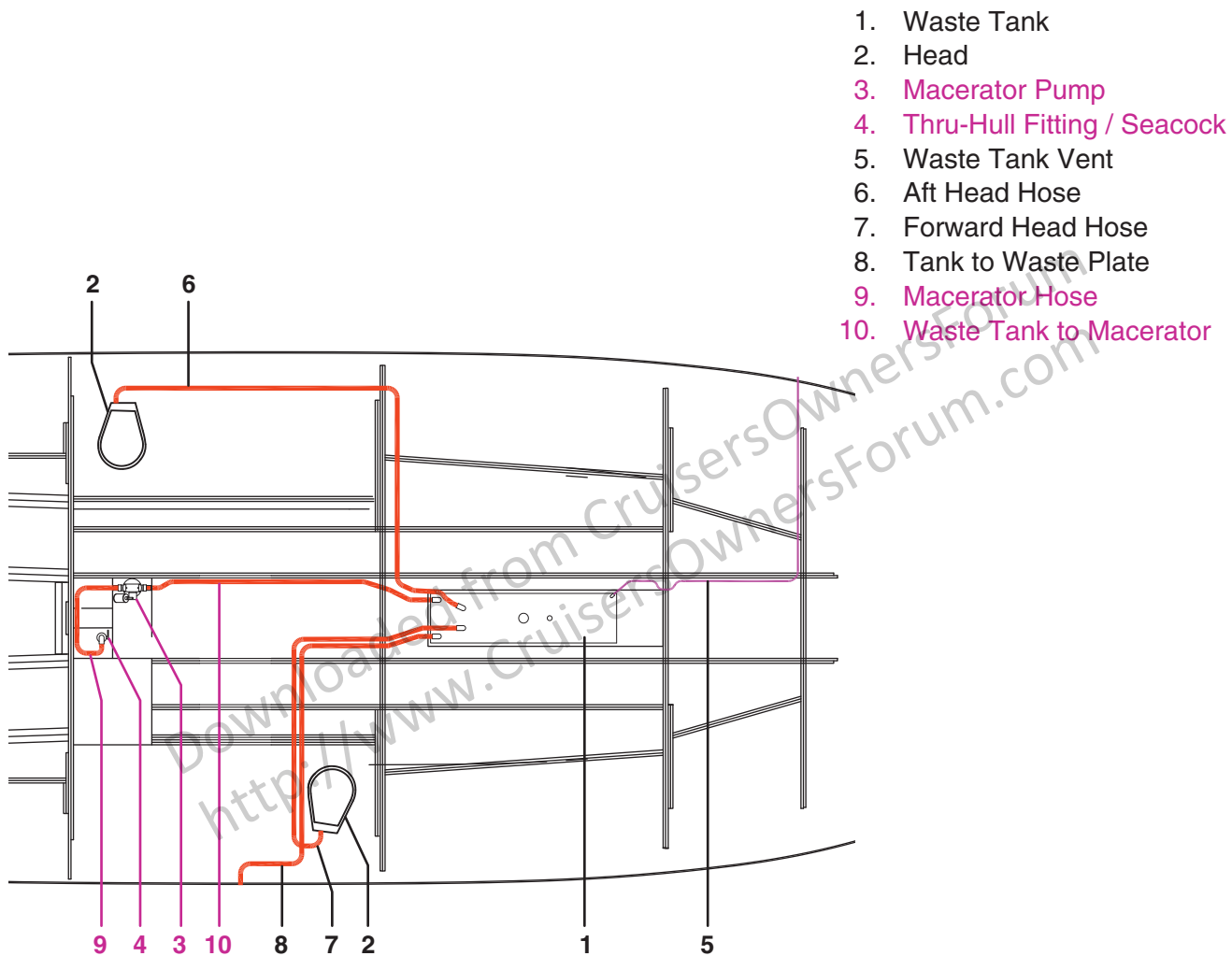


50-R006DB



Section 2

WASTE LAYOUT

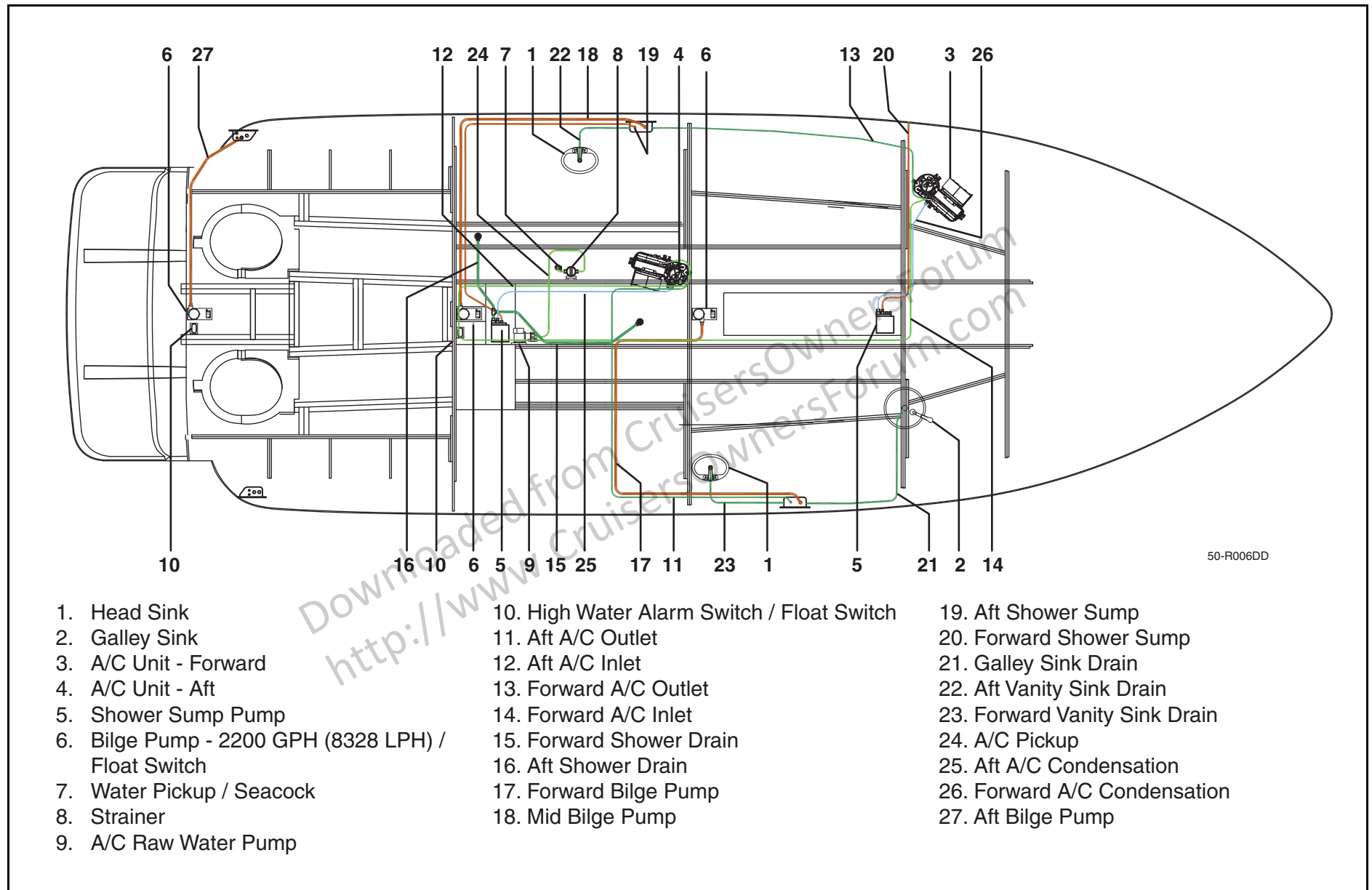


Purple = optional equipment

50-R006DC



RAW WATER LAYOUT





Section 2

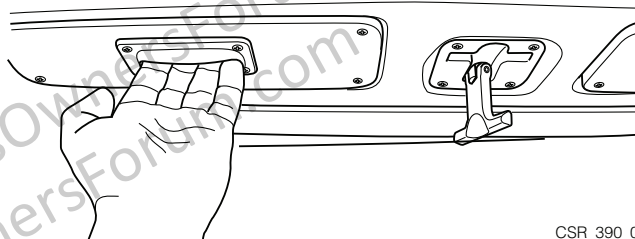
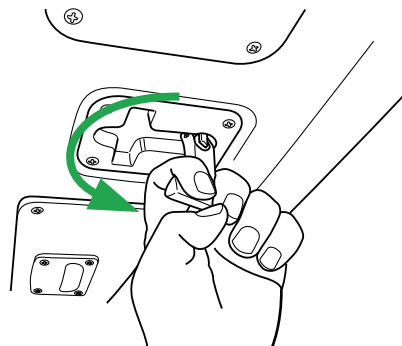
HARDTOP SLIDING SUNROOF

WARNING

The sunroof not locked in its detents can cause death or serious injury. Lock the sunroof in its detents before getting the boat under way. DO NOT stand in the opening or try to open or close the sunroof when the boat is under way.

The sunroof has three positions: closed, partially opened or fully opened.

To open, turn the sunroof lock handle counterclockwise to release the sunroof lock from its detents. Grab the roof grips and slide the roof into the desired next position. Guide the roof slowly and DO NOT allow the roof to slam open or closed. Return the handle back to its stowed position. Make sure the roof is in its detents before getting under way.



CSR_390_001



WALK-THRU WINDSHIELD

Keep the walk-thru windshield closed and secure while the boat is underway. Secure the windshield closed with the latch.

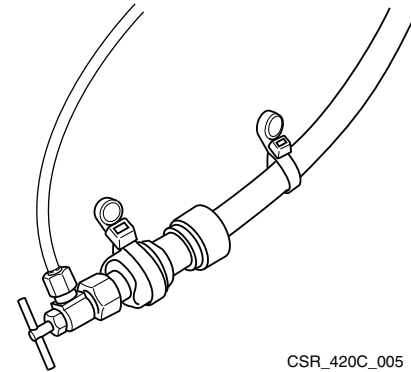
WINDSHIELD WASHER SYSTEM / ICE MAKER VALVE

Windshield Washer

The windshield washer system uses the freshwater system as its source for water. The washer water valve must be open to provide water for the system. During off-season storage, the system must be winterized to protect components of the system. The valve is located at the starboard, aft corner of the engine room.

Ice Maker Valve

The ice maker valve must be opened to provide water for the production of ice. The valve is located at the port, aft corner of the engine room. During off-season storage, the valve must be drained and left open (winterized) to protect components.



CSR_420C_005



Section 2

SUN DECK LOUNGE

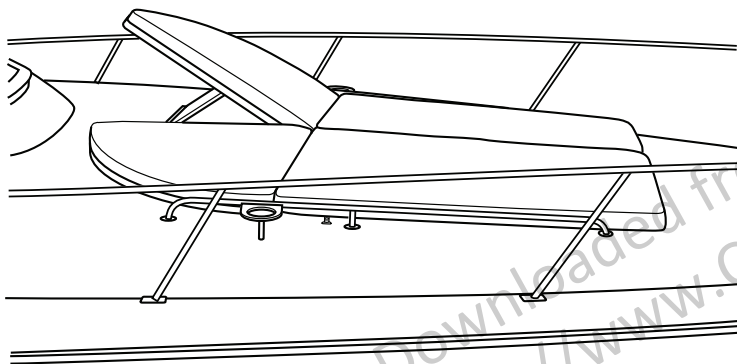
The sun deck lounge backrests can be placed in two positions for comfort. Raise and position the supports into the desired position. Return the backrests to the DOWN position before getting underway. DO NOT occupy the sun pad when the yacht is in motion or operate the yacht with the backrests up.



WARNING

OBSTRUCTED VISIBILITY HAZARD

Obstructed visibility can cause death or serious injury. Maintain clear visibility at all times. Return the backrests to the DOWN position before getting underway.



CSR_360_006

RUMBLE SEAT – OPTIONAL

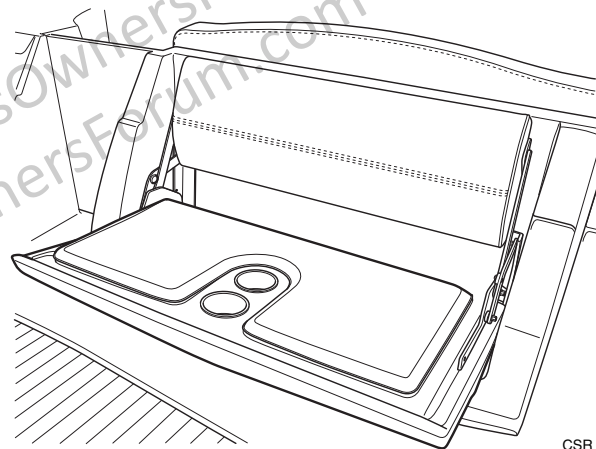
The rumble seat replaces the fender storage at the transom. To open, grasp the handrail and lower the seat. Close the seat securely before starting the engines and getting underway.



DANGER

CARBON MONOXIDE AND SPINNING PROPELLER HAZARD

Exposure to carbon monoxide or a spinning propeller will cause death or serious injury. DO NOT use the rumble seat when the engines are running.



CSR_420C_003



DINETTE TABLES

When using the dinette tables, do not sit or lean on the table top and do not exceed 50 lbs (22.7 kg). The cockpit table can support the additional weight only when it is used to create the cockpit sun bed/lounge. Keep the table tops and pedestals protected when they are stowed and not in use.



WARNING

Serious injury can result from sitting on, leaning on or exceeding the maximum limit of the table. DO NOT sit on, lean on or exceed the maximum limit of the table.

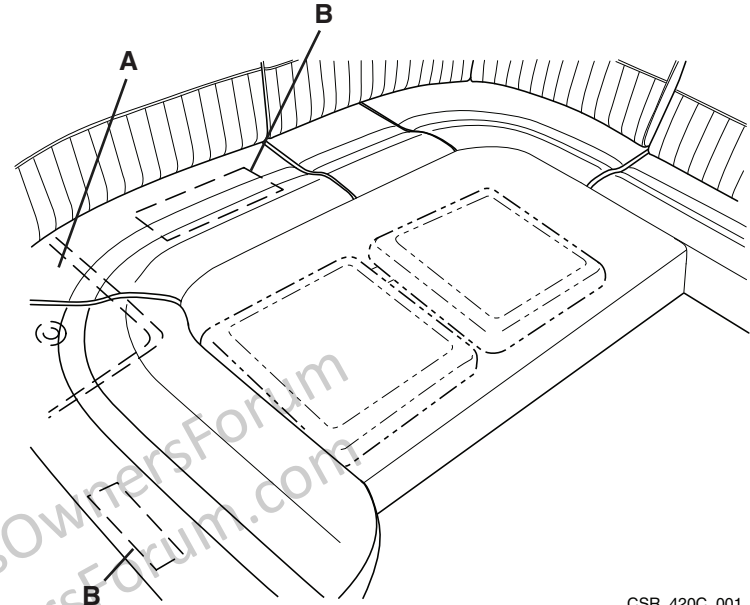
TRANSOM GATE

The transom gate can be locked into an open position to access the swim platform and locked when the yacht is underway. Keep the gate closed and locked while the yacht is under way.

COCKPIT SUN BED

The cockpit bench can be converted to a cockpit sun bed.

Use the shorter cockpit table pedestals and the cockpit table tops to create a sun pad. The pedestals (A) and table tops (B) can be stowed under the cockpit seating when not in use.



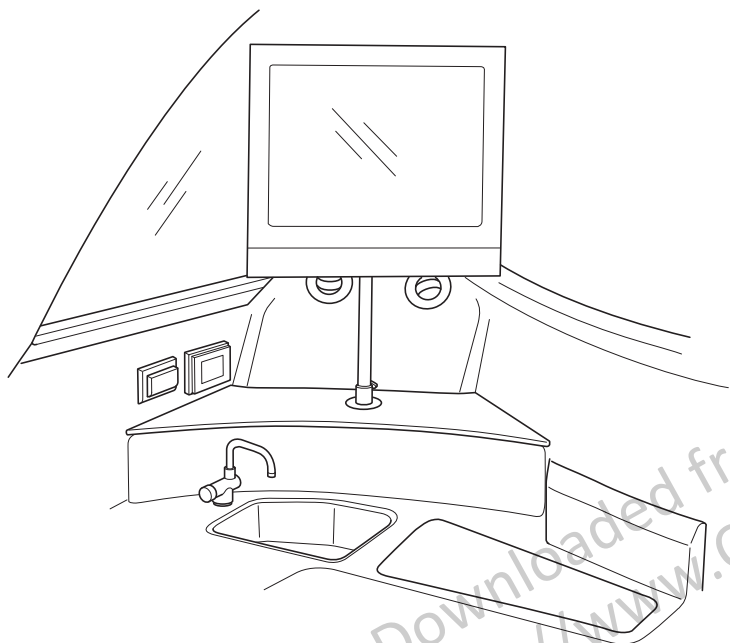
CSR_420C_001



Section 2

COCKPIT TV

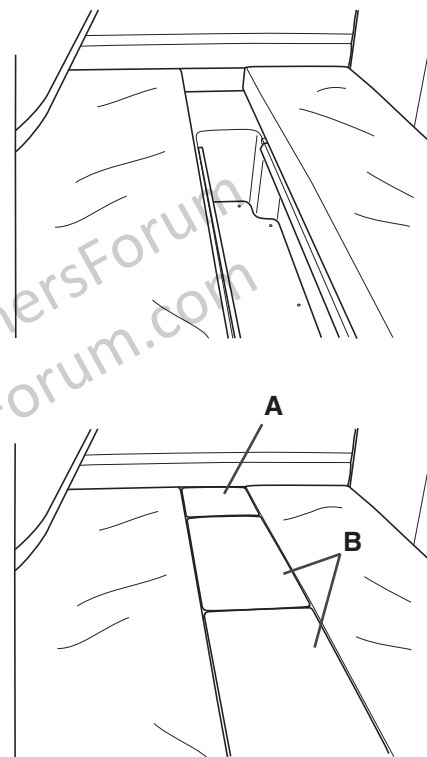
The TV can be rotated to a desired position for viewing. Loosen the knobs, securing the TV base to the mounting pedestal, place in the desired position and tighten the knobs. The TV must be removed and stowed before getting underway. Disconnect the TV and remove the pedestal. Place the TV in its protective cover and stow in the cabin.



CSR_420C_002

AFT STATE ROOM

The aft state room can become a single bed by using the filler cushions. Insert the smaller cushion and then the longer filler cushions.



CSR_420C_004



LIFTING AND STORING YOUR BOAT

CAUTION

DO NOT lift a yacht with a large amount of water in the bilge! Undue stress will be put on the hull that may cause damage which is not covered under the warranty.

Slings must never contact or exert a force on shafts, struts or hardware protruding from the hull. This type of stress can damage fiberglass and bend or misalign parts, which is not covered under the warranty.

Use two web slings and 13 ft (4 m) to 16 ft (5 m) spreader bars to lift the yacht based on the width of your yacht's beam. Refer to **SPECIFICATIONS**. Slings must have a minimum width of 6 inches (0.152 m) and a capacity rating high enough to support the yacht. Spreader bars reduce the side pressure at the yacht's sheer line and prevent distortion or damage to the deck or gunwale molding.

Put slings around the hull at positions marked "SLING." The sling decal is located just under the gunwale molding. Make sure the sling contacts the bottom of the hull for the entire length with no twists in the sling.

When lifting the yacht, keep the bow slightly higher than the stern to keep water from running into engine manifold. Water can cause corrosion or damage to the engine.

CAUTION

When your yacht is out of the water, it is important to support the hull correctly to avoid any hull damage.

The shipping/storage-cradle will provide the proper support at the recommended positions. The load at the cradle support areas is less than 10 pounds per square inch (4.54 kg per .025 m). Make sure the cradle is level and completely supported on the ground to eliminate any cradle or hull distortion. Contact your Cruisers Yachts Dealer to order a cradle.

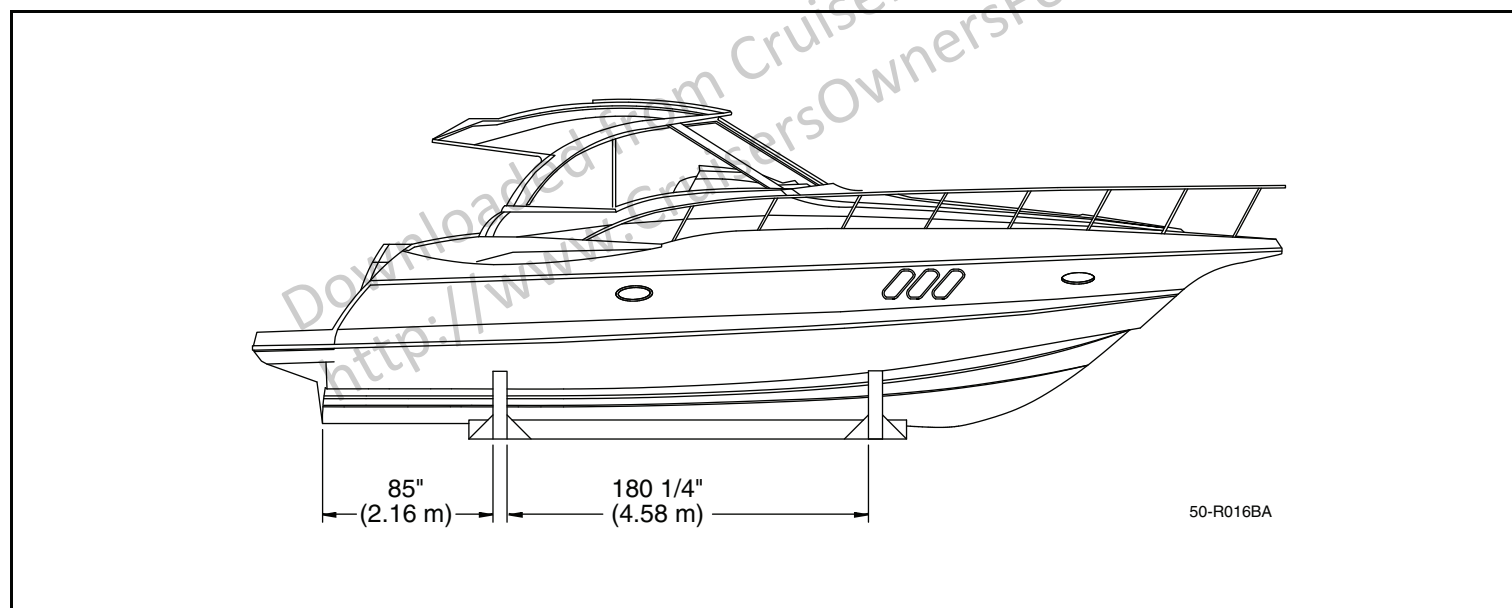
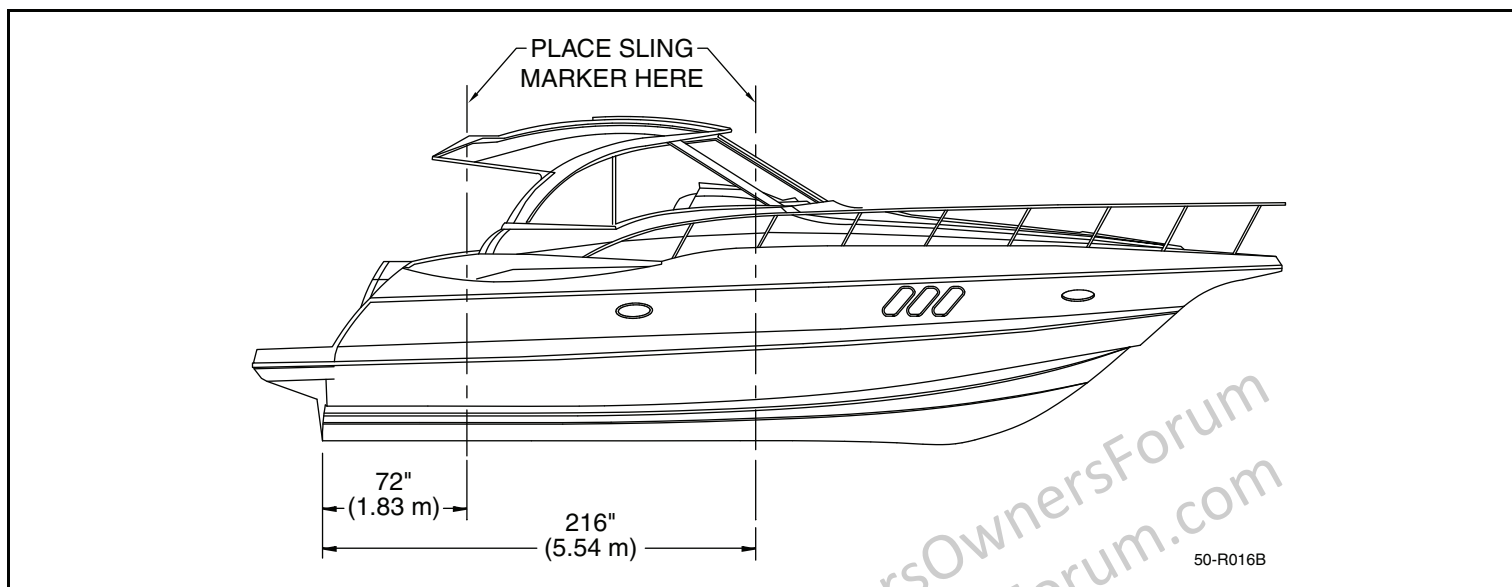
If a factory-supplied cradle is not available, use extreme care to support the hull as shown. Do not support yacht by resting hull on keel; the load will be more than 10 pounds per square inch (4.54 kg per .025 m)! Vertical supports must extend from chine to keel to chine with no gaps between the hull and cradle supports. Protect all items extending from the hull from resting on the support or ground. **DO NOT** apply any load stress to propellers, shafts, rudders, struts or drive systems.

If a cradle cannot be used, use foam blocks on the keel and jackstands on the chine.

For more information on storing your yacht, refer to **STORAGE AND EXTENDED LAY-UP** in **Section 8** of the **Getting Started** manual.



Section 2





Section 3

Controls and Indicators

Helm Panel Layout	3-2	High Water Alarm.....	3-3
Spotlight Controls.....	3-2	Air Conditioner / Heater Ducts.....	3-4
Engine Display Screen.....	3-2	Navigation Color Display.....	3-4
12-Volt Accessory Receptacle.....	3-2	Gauge Cluster.....	3-4
Stereo Remote.....	3-2	Throttle Controls.....	3-4
Auto Pilot Control Head.....	3-2	Volvo Joystick (IPS).....	3-4
VHF Radio.....	3-2	Volvo Electronic Diesel Control.....	3-4
E-Plex Switch.....	3-2	Trim Tab Controls.....	3-4
Helm Wheel Tilt.....	3-3	Compass.....	3-5
Engine Ignition Starting / Stopping - Key Switch Panel.....	3-3	Cockpit Stereo.....	3-5
Fireboy Alarm.....	3-3	Dash Panel	3-6



Section 3

HELM PANEL LAYOUT

1 - Spotlight Controls

The spotlight is controlled from the keypad mounted at the helm.

 = ON / OFF

“Tortoise” (SLOW) - Press Tortoise to select slow light movement.

“Hare” (FAST) - Press Hare to select fast light movement.

DIRECTIONAL MOVEMENT - The center directional buttons move the light beam. ▲ (UP), ▼ (DOWN), ◀ = port and ▶ = starboard.

Refer to the Spotlight owner’s manual that is included in the Skipper’s Kit for a detailed description of the functions.

2 - Engine Display Screen

Refer to the engine display screen owner’s manual that is included in the Skipper’s Kit for a detailed description of the functions.

3 - 12-Volt Accessory Receptacle

These receptacles provide 12-volt DC power to portable accessories such as cellular telephones.

4 - Stereo Remote

Refer to the Stereo owner’s manual that is included in the Skipper’s Kit for a detailed description of the functions.

5 - Auto Pilot Control Head

Refer to the Auto Pilot owner’s manual in the Skipper’s Kit for a detailed description of the functions.

6 - VHF Radio

Refer to the VHF Radio owner’s manual in the Skipper’s Kit for complete details.

7 - E-Plex Switch

These switches will illuminate green when they are functioning and red when there is a fault. Some switch functions are identified with symbols, which are explained below. The switches are identified from port to starboard.

“Anchor ▲, Anchor ▼” - This switch operates the windlass. The “Anchor” switch must be powered before the ▲ (raise) or ▼ (lower) switch will work. DO NOT continue to operate the switch once the anchor is completely up; damage to the windlass system can occur.

“Anchor” - This switch provides power to the windlass system.

BILGE - This switch controls the engine room lighting.

BRDNG - This switch controls the boarding lighting.

CRTSY - This switch controls the courtesy lighting.

WHITE / RED - This switch controls the bridge and cockpit floor lighting.

“Light and Arrow” – This switch controls the helm gauge lighting (dimmer).

“Light, Boat and Anchor” – (Navigation Lights) this is a three-position switch. The top position turns the navigation lights on, the center position of the switch is off and the bottom position is anchor/mooring position

“Boat with Water and Arrows” - These switches manually control the designated bilge pumps (forward, midship and aft).



“Boat with Fan” - This supplies power to the engine compartment ventilation blowers).

“Windshield Washer” - This switch is a momentary action switch. The washer will stay on as long as the button is pressed. If the wiper is not on, the WASHER button will energize the wiper in low speed. The system has an off-delay function for the wiper that is energized by the WASHER button, allowing the wiper to stay on for several cycles and then park. If a wiper was on prior to the washer cycle, it will remain on at its commanded speed both during and after the washer cycle.

“Wiper” - This switch operates the windshield wipers.

ELEC - (12 VOLT Accessory) this switch controls the accessory designated to this switch. When the switch is pressed, the accessory power will turn ON. When the opposite end is pressed, the accessory power will turn OFF.

“Boat with Fan” - This switch activates the engine compartment ventilation blowers to help remove explosive fumes from the area. The blowers must be operated for a minimum of 4 minutes each time before starting the engines or generator. In addition, the blowers should be operated continuously when at idle or running at slow speeds.

“Horn” - This is a momentary switch that operates the horn.

8 - Helm Wheel Tilt

Your yacht is equipped with a tilt steering wheel. Adjust the tilt position by grasping the top of the steering wheel and depressing the release lever with your thumb. Release the lever to lock the steering wheel at the desired position. **DO NOT** adjust the steering wheel tilt position while the boat is moving.

9 - Engine Ignition Starting / Stopping - Key Switch Panel

Key switches are used to START/STOP the engines. This type of switch works on the same principle as an automobile. Refer to the Engine owner's manual in the Skipper's Kit for complete details.

BLOWER - This switch activates the engine compartment ventilation blowers to help remove explosive fumes from the area. The blowers must be operated for a minimum of 4 minutes each time before starting the engines or generator. In addition, the blowers should be operated continuously when at idle or running at slow speeds.

BATTERY PARALLEL - This is a momentary function that controls the battery parallel solenoid. When this button is pressed, the battery parallel solenoid is energized, connecting the two cranking batteries in parallel. When it is released, the solenoid is de-energized. This function should be used only when one of the cranking batteries is not charged sufficiently to start the corresponding engine.

BATTERY LINK, ACC / STBD - This is an indicator light, indicating that the starboard and accessory batteries are linked together, charging the accessory battery. The “linking” is automatic. Whenever the starboard battery is above voltage (engine running), it charges the accessory battery. It will also “link” if the battery charger is energized.

10 - Fireboy Alarm

“Light, boat and Anchor” – (Navigation Lights) this is a three-position switch. The top position turns the navigation lights on, the center position of the switch is off and the bottom position is anchor/mooring position.

11 - High Water Alarm

The alarm will sound when the high water alarm float switch is activated.



Section 3

12 - Air Conditioner / Heater Ducts

These ducts are directional or can be closed.

13 - Navigation Color Display

Refer to the Navigation System owner's manual that is included in the Skipper's Kit for a detailed description of the functions.

14 - Gauge Cluster

FUEL GAUGES

IMPORTANT
Port tank and starboard tank. Do not rely on the accuracy of gauges. Readings are only approximate and should always be compared to the hours of use multiplied by the know fuel consumption in gallons per hour (GPH). These gauges indicate the approximate amount of fuel in each tank.

ENGINE SYNCHRONIZE GAUGE - This gauge indicates when the engines RPMs are synchronized. The needle will be centered when the engines RPMs are in sync. If the needle is in the red (port) zone, the port engine RPMs are higher than the starboard engine.

ENGINE TACHOMETERS - Port engine and starboard engine. These gauges register engine crankshaft RPMs. Propeller shaft RPMs are approximately one-half of engine crankshaft RPMs. Refer to your engine owner's manual for the appropriate engine speed.

DEPTH SOUNDER - Refer to the Depth Sounder owner's manual in the Skipper's Kit for complete details.

15 - Throttle Controls

The throttle control lever for the port engine is the port side lever and the throttle control lever for the starboard engine is the starboard lever. NEUTRAL is at the center, FORWARD is forward (away from you) one

detent and REVERSE is aft (toward you) one detent. Gradually push forward to go into FORWARD and continue to push forward to increase engine speed. Gradually pull aft to go into REVERSE and continue to pull toward you to increase engine speed. Always return the controls to NEUTRAL when the engines are not running.

16 - Volvo Joystick (IPS)

This operates the IPS system. Refer to the IPS owner's manual in the Skipper's Kit for complete details.

17 - Volvo Electronic Diesel Control

See the Volvo Electronic Diesel Control owner's manual that is included in the Skipper's Kit for a detailed description of the functions.

18 - Trim Tab Controls

NOTE
Push the trim tab rocker switches in half-second bursts. Holding the rockers down too long will over trim the boat.

The trim tab switches are used to correct the trim of your boat while you are underway.

- To trim the bow of your boat down, push the top halves of both switches.
- To trim the bow of your boat up, push the bottom halves of both switches.

Refer to SUGGEST MANEUVERING TECHNIQUES in **Section 6** of the **Getting Started** manual.



Compass

The compass has not been compensated. The compensating should be performed by a qualified compass adjuster. After the compass has been adjusted, DO NOT allow any iron or steel objects to be placed in its vicinity - even temporarily. Refer to the compass owner's manual included in the Skipper's Kit for detailed information.

Cockpit Stereo

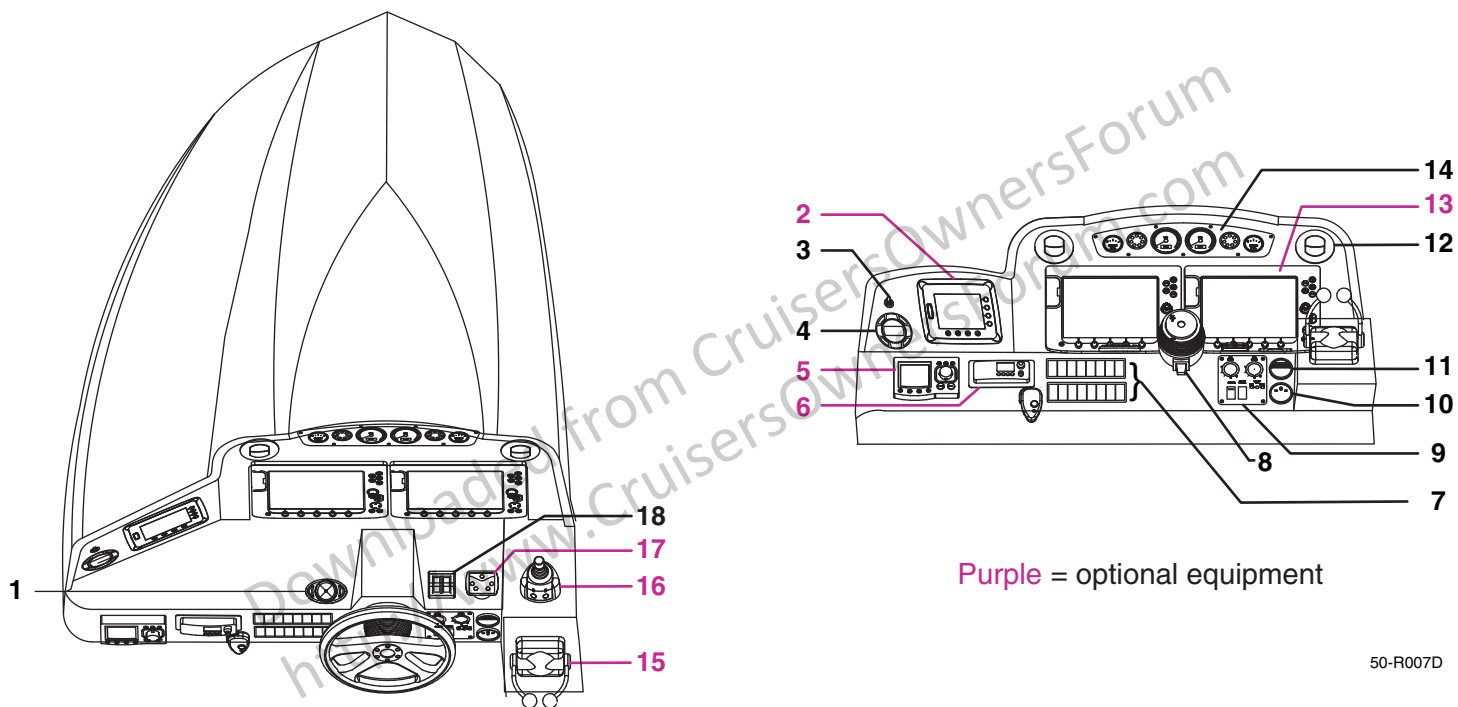
Refer to the Stereo owner's manual in the Skipper's Kit for complete details.

Downloaded from CruisersOwnersForum
<http://www.CruisersOwnersForum.com>



Section 3

DASH PANEL





Section 4

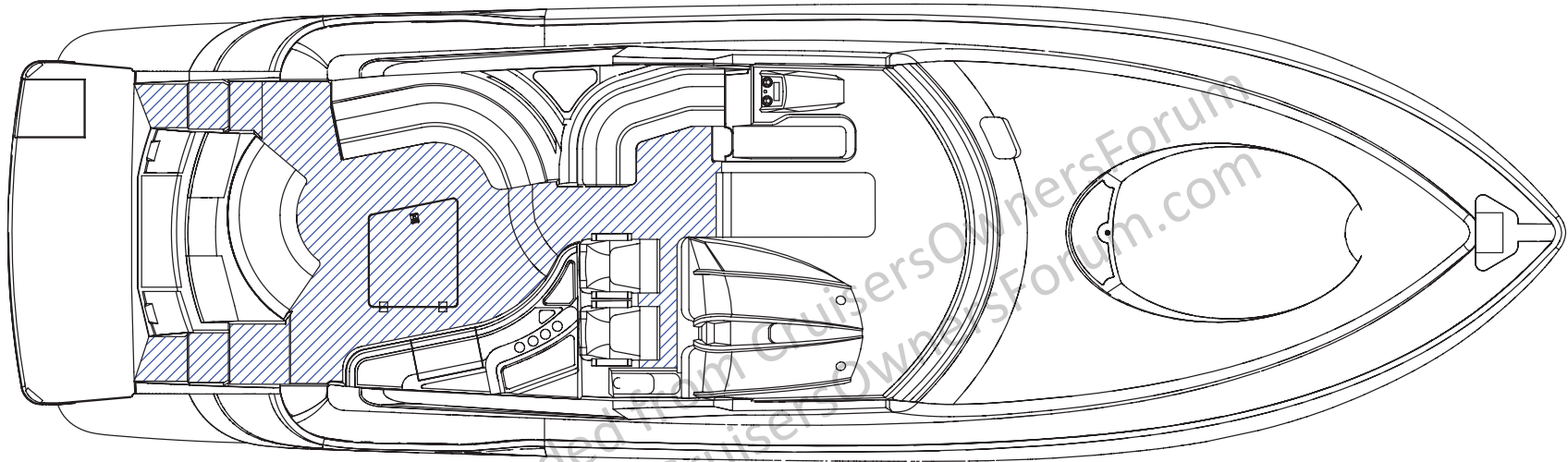
Basic Systems Operation

Working Deck	4-2	Fuel System (Crossover Valve)	4-8
Handling Dock and Mooring Lines	4-3	Crossover Valves for V-Drive Engines	4-8
Power Train	4-4	Crossover Valves for Triple Engines	4-9
Engines	4-4	Steering System	4-9
Engine Ignition Starting / Stopping - Key Switch	4-4	Steering Wheel	4-9
V-Drives	4-4	Rudder - Inboards, V-Drives	4-10
IPS Engines	4-4	Trim Tabs	4-11
Cooling System	4-4	Electrical System	4-12
Engine Ignition Starting / Stopping - Key Switch	4-5	Circuit Breakers	4-12
IPS	4-5	DC Electrical System	4-12
Transmission.....	4-5	DC Master Panel	4-14
V-Drives	4-5	DC Panel	4-15
Shaft Assembly - V-Drives	4-5	DC Panel Circuit Breaker Functions	4-16
Shaft Seal - V-Drives	4-5	AC Electrical System	4-19
Shaft Log - V-Drives.....	4-5	AC Master Panel	4-19
Strut and Cutlass Bearing - V-Drives	4-6	US Standards 50 Amp (240 / 120V AC)	4-21
Propellers.....	4-6	International Standards 32 Amp (220V AC)	4-22
		AC Panel Circuit Breaker Functions	4-23



Section 4

WORKING DECK



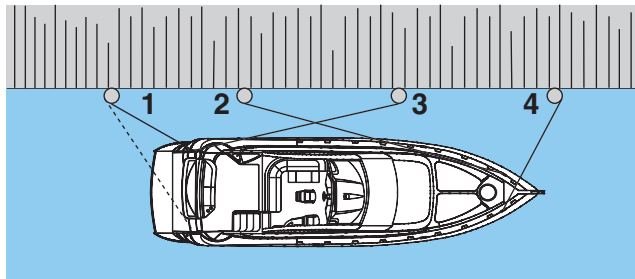
WORKING DECK

49-R007B



Handling Dock and Mooring Lines

Make sure to have enough fenders to protect your yacht from damage. Use good-quality, double-braided nylon line and chafing protectors to protect your yacht's finish. Only use cleats, bow eye and stern eyes to secure your yacht, not the handrails or windshield. The foredeck handrails should only be used for tying a "Jackline" in an emergency situation. If possible, tie up your yacht with the bow toward the waves and leave slack in the lines to allow for some wave movement or tidal action.



CSR_0003A

1. Stern Line
2. Forward Quarter Spring
3. "After" Bow Spring
4. Bow Line

Use your dock lines to help maneuver the yacht near the pier and to secure it. Follow this information to secure your yacht to a pile or dock cleat:

Fasten the bow line to the bow cleat and pull forward at about a 45° angle to keep the yacht from moving astern.

Fasten the stern line to an "after" cleat and pull astern at about a 45° angle to keep the yacht from moving forward.

Spring lines can help you control your yacht when leaving a dock. Make sure to use spring lines when yachting in waters where the waves or tide movement is significant. The forward quarter spring line is fastened to a forward cleat and heads aft. The "after" bow spring is fastened to a stern cleat and heads forward.



Section 4

POWER TRAIN

Engines

Your yacht is powered by twin inboard engines, unless it is equipped with the triple engine, IPS system. All operation, specification and maintenance information is contained in the engine owner's manual. Find this manual, located in the Skipper's Kit, and familiarize yourself with it. The engines are the heart of your yacht, and following the manufacturer's recommendations will provide you with continued boating pleasure.

Engine Ignition Starting / Stopping - Key Switch

Your Cruisers Yachts may be equipped with key switch STARTING/ STOPPING switches. This type of switch works on the same principle as an automobile. Refer to the Engine owner's manual in the Skipper's Kit for complete details.

V-Drives

The power generated by the engine is transmitted to the propeller via the transmission, shaft coupling and the propeller shaft assembly. The propeller shaft is supported and aligned with the engine by a thru-hull shaft log and an outside strut.

IPS Engines

The IPS (Integrated Propulsion System) is a fully integrated propulsion system. The controls, propulsion, rudder and steering system are all integrated. The engine's power is transferred through the hull and into the IPS.

Cooling System

CAUTION

The cooling system starts at the cooling water seacock. The seacocks can be closed during storage, or to prevent water from entering the yacht in the event of hose failure. Make sure the seacocks are open before starting engines. The absence of cooling water will cause the engines to overheat and cause irreparable damage.

Each engine is cooled by seawater entering the yacht through a seacock in the hull bottom. The water enters the engine through the engine water jacket and is returned to the sea through the exhaust system.

The IPS system is cooled by seawater entering water pickups integrated in the IPS system. The water enters the engine through the engine water jacket and is returned to the sea through the exhaust system.

A feature which is standard on diesel engines is the freshwater cooling system. This system uses the incoming seawater to cool a secondary closed-cooling system. The seawater flows through an engine-mounted heat exchanger, cools the closed-system coolant and is returned to the sea via the exhaust system.

ALARM SYSTEMS

Alarm systems are on all boats. The alarm will sound under the following conditions:

- Engine temperature exceeds specified limits
- Engine oil pressure drops below specified limits
- Transmission oil temperature exceeds specified limits and level is low
- Ignition switches are ON, engines are OFF



To test the alarm system, turn the ignition switch to the ON position. Depending upon the engine, the alarm may sound immediately, or after a few seconds' delay.

Engine Ignition Starting / Stopping - Key Switch

Your Cruisers Yacht may be equipped with key switch STARTING/ STOPPING switches. This type switch works on the same principle as an automobile. Refer to the Engine owner's manual in the Skipper's Kit for complete details.

IPS

The IPS is a fully integrated propulsion system. The engine is located in the yacht (inboard) and the propulsion system is on the hull. Power from the engine is sent through the hull into the transmission and then into the propulsion system. The steering system turns the propulsion and rudder system to change the direction of thrust from the propellers. The control systems on IPS are all integrated.

Transmission

Through a series of gears, the transmission transmits the motive force of the engine to the propeller. The transmission has one forward and one reverse speed, and is shifted by the transmission selector on the dash. All the operation, specification and maintenance information is contained in the engine's owner manual.

V-Drives

The power generated by the engine is transmitted as a combination of the straight inboard and the V-drive transmission (a series of gears), which drives the shaft coupling and the propeller shaft assembly. The engine's transmission is fore of the engine instead of aft. The propeller shaft is supported and aligned with the engine by a thru-hull shaft log and an outside strut.

Shaft Assembly - V-Drives

This assembly makes it possible for the shaft to penetrate the hull bottom without allowing water to enter around the joint. The shaft coupling is the connecting point between the engine and the shaft assembly.

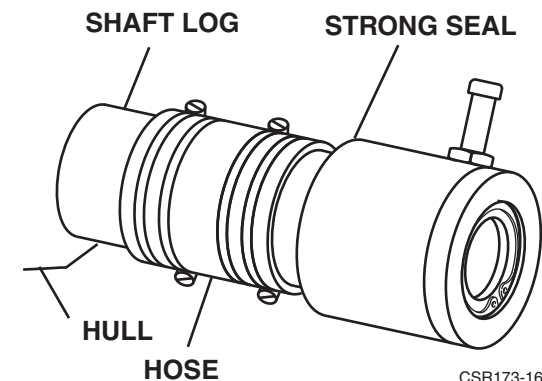
Shaft Seal - V-Drives

CAUTION

The shaft seal and rubber tubing should be inspected monthly for wear, leakage and deterioration. Excessive water entry, especially if unattended, could result in the submergence of the engine compartment, or of the entire yacht.

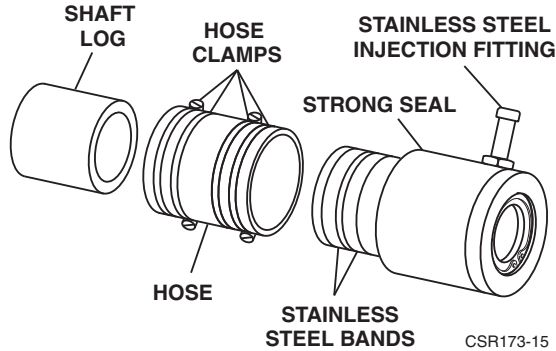
Shaft Log - V-Drives

The shaft log is laminated to the hull. A rubber hose is clamped to the shaft log and the shaft seal. The flexibility of the rubber hose allows it to absorb minor engine shock, such as moving from forward to reverse, while maintaining a watertight seal on the shaft log and the shaft seal.





Section 4

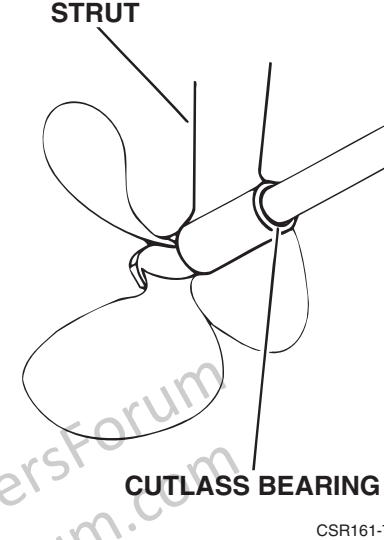


Strut and Cutlass Bearing - V-Drives

CAUTION

The cutlass bearing is water-lubricated. Running the propeller out of the water could result in bearing failure and damage to the shaft.

The propeller shaft is supported on the outside of the hull by a strut. The strut is equipped with a water-lubricated plastic bearing that permits free rotation of the propeller shaft.



Propellers

! CAUTION

Propellers can be very sharp. Be careful when you handle them. Wear protective gloves when handling any propeller. Remove the key from the ignition switch and remove the emergency stop switch clip, if your yacht is equipped with stop switches, to prevent accidental starting of the engines. Do not use damaged propellers. Damaged propellers can damage your engine and boat.

The propellers installed on your yacht were selected because their diameter and pitch provide the optimum speed and performance under average conditions of load. Propeller selection must be based on the ability of the engine to turn the propeller and achieve the manufacturer's recommended RPM at full throttle.



NOTE

Variations from average loadings, bottom condition and/or engine condition could call for a propeller change to achieve the performance desired.

SELECTING A PROPELLER - V-DRIVES

CAUTION

Improper propeller selection and installation could result in loss of the propeller and/or excessive stresses on the power train, leading to power train failure. Cruisers Yachts recommends that you consult with, and employ the skills of, your Cruisers Yachts Dealer when contemplating a propeller change.

WARNING

Dual engine installations normally include a standard rotation engine and a counter-rotation engine. If you remove the propellers, make sure the propeller is correct for the rotation of the engine before operating the yacht. Always follow the instructions in the drive system owner's manual in the Skipper's Kit when removing, replacing and selecting a propeller.

First, ensure that the diameter and pitch provide the desired performance. The engine RPM at full throttle should be in the upper half of the recommended full-throttle operating range. If RPMs are low, a propeller with a smaller pitch will increase RPMs. If RPMs are high, a propeller with an increased pitch will lower RPMs.

Second, ensure that the propeller rotation is consistent with engine and gear box rotation. Your yacht is designed with counter-rotating inboards for minimum torque effects.

Third, ensure that the installation provides adequate safety features such as a straight key, a propeller nut, a jam nut and a cotter pin.

SELECTING A PROPELLER - IPS

CAUTION

Improper propeller selection and installation could result in loss of the propellers and/or excessive stresses on the IPS, leading to IPS and engine failure. Cruisers Yachts recommends that you consult with, and employ the skills of, your Cruisers Yachts Dealer when contemplating a propeller change.

WARNING

Engine installations include a combination of standard rotation and counter-rotation engine propellers. If you remove the propellers, make sure the propellers are reinstalled correctly before operating the yacht. Always follow the instructions in the IPS owner's manual in the Skipper's Kit when removing, replacing and selecting a propeller.

First, ensure that the diameter and pitch provide the desired performance. The engine RPM at full throttle should be in the upper half of the recommended full-throttle operating range. If RPMs are low, a propeller with a smaller pitch will increase RPMs. If RPMs are high, a propeller with an increased pitch will lower RPMs.

Second, ensure that the installation provides adequate safety features and all components are used. Refer to the IPS owner's manual in the Skipper's Kit for general maintenance and removal, and installation instructions.



Section 4

FUEL SYSTEM (CROSSOVER VALVE)

Your yacht is equipped with an internal fuel system meeting current federal requirements. The best materials and components available are used to assemble the fuel system.


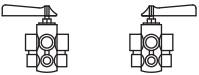
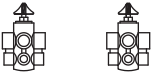
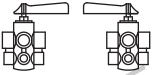
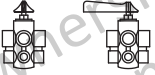

The fuel tank outlets to the engines have a manual valve for fuel shutoff in the event of a line break. To access the manual valves or tank fittings, open the fuel access hatch. The valves are on the top of the fuel tank. These valves are attached to the fuel tank outlet and return lines. The valves are closed when the handle is perpendicular to the fuel line, and open when the handle is in line with the fuel line.

There are also crossover valves between the tanks located at the top of the fuel tanks under the fuel access hatch.

Fuel fill caps are located on the deck walk-around of the yacht. Near the fill cap is a vent which allows air to move in and out of the tank as the fuel level changes.

The manual valves on the crossover panel can control the fuel supply to the engines:






























Crossover Valves for V-Drive Engines

Position		
1		Normal position, fuel valve handles point at each other
2		Emergency shared position, fuel valve handles point forward
3		OFF position, fuel valve handles opposing each other
4		Port tank feeds both engines, port handle points forward
5		Starboard tank feeds both engines, starboard handle points forward

CSR_520C_007



Crossover Valves for Triple Engines

Position	 		
1			
2			
3			
4			
5			
6			
7			
8			
9			

99-E020A

1. No fuel, OFF position
2. Fuel to port and starboard engines from both tanks
3. Fuel to port engine from port tank
4. Fuel to starboard engine from starboard tank
5. Fuel to port and center engines from starboard tank and starboard engine from port tank
6. Fuel to port and center engines from port tank and starboard engine from starboard tank
7. Fuel to all engines from starboard tank
8. Fuel to all engines from port tank
9. Fuel to all engines from both tanks

WARNING

Inspect the entire fuel system regularly. Leaking fuel and fumes can catch fire or explode, causing injury or death.

All fuel system components must be checked before each boating season and regularly during the season for any leaks or bad hose conditions. Make sure the fuel system is leak-free.

STEERING SYSTEM

WARNING

DO NOT operate your yacht if you suspect a problem with the steering system. Have your Cruisers Yachts Dealer inspect the steering system if you suspect a problem. Operating the yacht with a malfunctioning steering system could cause injury or death.

Your yacht is equipped with hydraulic steering. The rotation of the steering wheel results in an unbalanced hydraulic (oil) pressure in the two lines going from the helm to the rudder cylinder. The pressure differential is converted to linear motion by the hydraulic steering cylinder, which is mechanically linked to the rudder tiller arms. Both rudder tiller arms are rigidly connected by a tie bar so that both rudders respond equally to the helm. In an emergency, steering can be controlled by using the throttle controls and operating one engine at a time.

Steering Wheel

The steering wheel uses the assistance of power steering to permit turning of the steering wheel with minimum effort. It is important that you know how your yacht operates and are aware of its limitations.



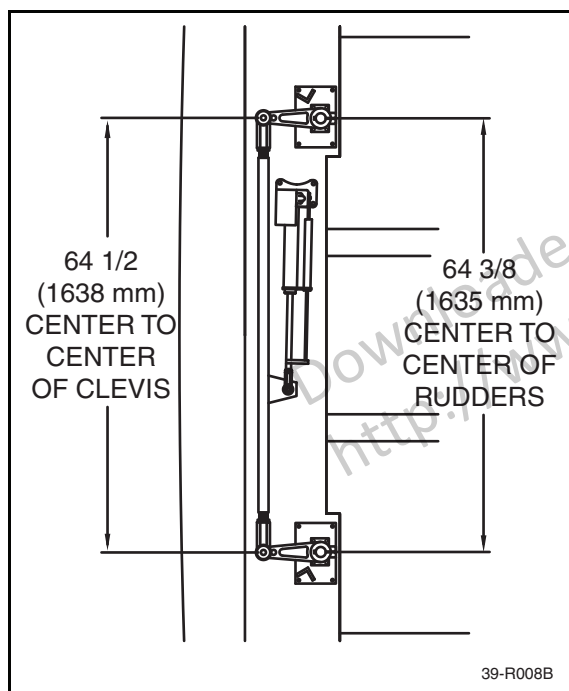
Section 4

Rudder - Inboards, V-Drives

The twin rudders are offset from the shaft centerline to allow shaft removal without having to remove the rudders. Each rudder is also canted inboard slightly to allow for a constant pressure of water to act upon the rudder face. The pressure on the rudder face prevents “flutter” in a 0° rudder position. For center to center dimensions, contact your Cruisers Yachts Dealer.

CAUTION

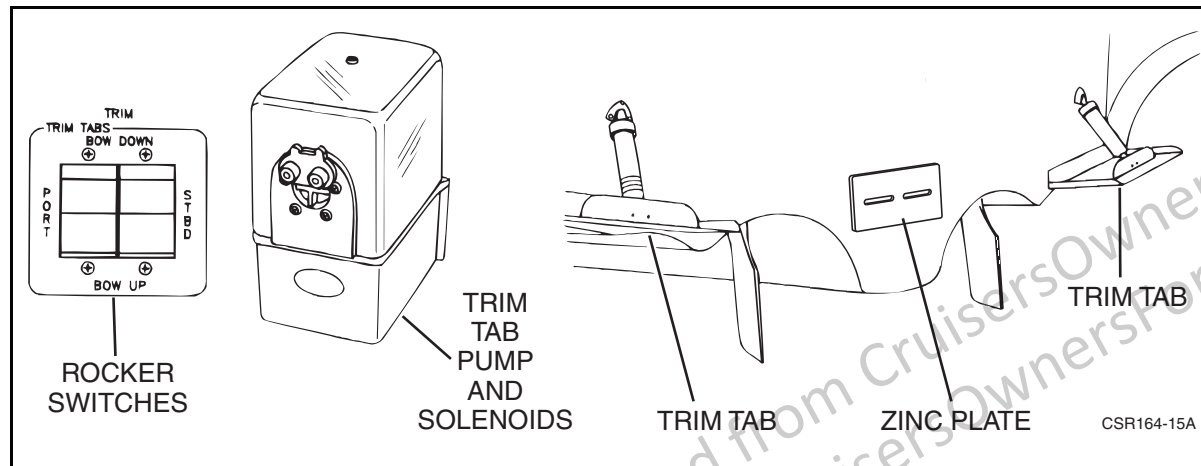
The carrier seal should be inspected regularly for excessive water entry. If left unattended, excessive water entry could result in the submergence of the engine compartment, or of the entire yacht.





TRIM TABS

The trim tab system is an electro-hydraulic system. Two rocker switches, marked port and starboard, control a hydraulic pump and solenoids. The pump sends hydraulic oil to hydraulic actuators (cylinders) which lower the trim tabs. To raise the trim tabs, the rocker switch is moved, which allows oil to flow from the actuator to the pump.





Section 4

ELECTRICAL SYSTEM

Your yacht is equipped with two electrical systems: a battery-powered direct current (DC) system and a generator or shore-powered alternating current (AC) system. Both systems are controlled from the AC/DC master panel.

The DC system supplies power to all of the yacht's 12-volt electrical circuits (lights, pumps, blowers, ignition, etc.).

The AC system supplies power to the 120/240-volt systems when the yacht is moored at the dock or slip, or when the generator is running.

DANGER

A glowing red polarity light indicates that a reversed polarity electrical shock hazard exists and damage to appliances will occur. DO NOT use shore power while the red light is on. Disconnect the shore cord and have the shore outlet serviced by a qualified electrician before using.

Circuit Breakers

Circuit breakers wear faster if they are used as an ON/OFF switch. Turn off the equipment the breaker protects prior to using the breaker. Arcing at the contact points in the breaker damages the contact points.

Constant breaker tripping signals a problem, which means something in the circuit requires attention or the breaker is bad. DO NOT attempt to make the breaker engage when the breaker constantly trips.

Have your authorized Cruisers Yachts Dealer determine the fault. An overheated breaker can fuse the contact points and the breaker will not be functional. Allow the breaker to cool. If it continues to trip, check the current draw. Check the breaker by allowing it to cool down. Turn the equipment off, and after the breaker cools, engage the breaker. Then, turn the equipment back on. Place your finger on the

front of the breaker and note the temperature. If it does not heat back up again, then the problem was probably the overload from start-up of the equipment. If the temperature rises again, the fault is in the circuit or the breaker. A breaker can also overheat when breaker contact points become eroded.

DC Electrical System

DANGER

Considerable care has been taken to design a safe electrical system to protect you from hazardous shocks. Any modifications to the system should always be done by an authorized Cruisers Yachts Dealer not only to protect your warranty, but to protect you from hazardous shock as well.

Your yacht has a 12V DC house system. The positive wire is hot, and feeds current from the batteries to the various 12-volt systems, and the negative wire is the ground.

Some yacht and engine options may be equipped with up to five batteries. There is a cranking battery for each engine or there can be two batteries in parallel for 12-volt house power: a generator battery and an optional bow thruster battery. Not all yachts offer this as an option.

When the engines are running, all batteries are charged by the alternators. There is a battery charger for the house and cranking batteries and an optional battery charger for the optional bow thruster battery. The battery chargers are powered by either the dockside or generator 120V AC power. The generator battery is charged by the generator.

The DC system wires are identified by three colors. Red wires are +12 volts, yellow wires are DC common and gray wires are DC control wires. Bonding wires are green. AC system wires utilize three colors.



White wires are AC neutral. Black wires are AC hot wires in 120V AC systems. Black and red wires are the ungrounded wires in 240V AC power systems.

Individual harness wires are identified with wire number and function by lettering which is printed by an ink jet printer every 3 inches (0.076 m) on the wires. This information aids in identifying wire functions for troubleshooting. Battery cables are identified by labels on both ends of each cable.

A bonding wire is extended through a #6 green wire from the bonding strip to a terminal behind the instrument panel. This will facilitate electronics installation. In addition, the handrails are attached to the bonding system.

All batteries are isolated from each other by a battery isolator. When the engines and ignition switches are OFF, the isolator prevents house battery loads from discharging the cranking batteries. When the batteries are being charged by the alternators, the isolator automatically isolates the batteries and will distribute the charge among the batteries according to individual need.

Downloaded from CruisersOwnersForum
<http://www.CruisersOwnersForum.com>



Section 4

DC Master Panel

The DC master panel consists of a voltmeter, ammeter, a battery test switch, a series of switch-type and resettable circuit breakers, a generator start switch and the DC main circuit breaker.

The meter is a convenience feature which allows you to check on the condition of the batteries. With the master breaker switch in the OFF position, turn the battery test switch to:

- STBD - to check the starboard engine cranking battery
- PORT - to check the port engine cranking battery
- GENERATOR - to check the generator cranking battery
- HOUSE - to check the house batteries
- OFF - to disable meter and test circuit

CAUTION

DO NOT reset a breaker which has been automatically tripped without first identifying and remedying the cause of the problem.

The switch-type circuit breakers allow you to manually enable or interrupt a circuit by moving the switch on or off, and they protect the system receiving the DC power by automatically opening the circuit should a short or overload condition occur.

The resettable circuit breakers protect the system receiving the DC power by automatically opening the circuit should a short or overload occur.

OPERATION OF DC SYSTEMS

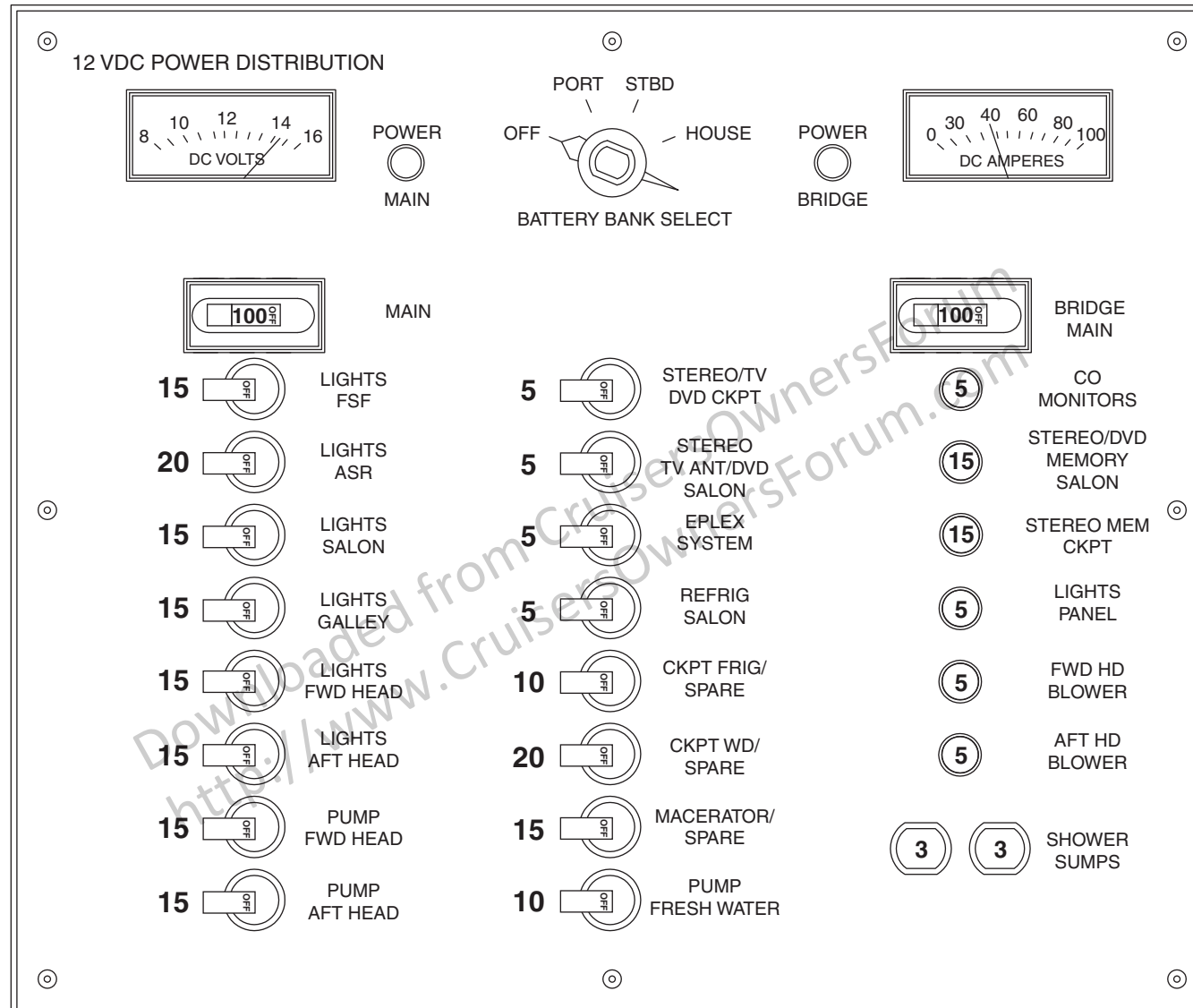
Read through the table on the following page(s) to familiarize yourself with the DC systems on your yacht.

DANGER

A glowing red polarity light indicates that a reversed polarity electrical shock hazard exists and damage to appliances will occur. DO NOT use shore power while the red light is ON. Disconnect the shore cord and have the shore outlet serviced by a qualified electrician before using.



DC Panel



50-E016D



Section 4

DC Panel Circuit Breaker Functions

DC Circuit Breaker	Function
DC MAIN	<p>Put the breaker in the ON position to connect power to rest of the circuit breakers on the panel except the bilge pumps and the CO detectors. The automatic bilge pump circuit breakers are mounted on the AUTOMATIC BILGE PUMP C.B. PANEL located in the engine room. If any of the breakers are tripped, the white button popped out, reset them immediately. The CO detectors, sump pumps and accessories memory settings circuit breakers are connected to +12V DC, which is switched ON and OFF at the house battery switch. The CO DETECTORS and SHOWER SUMPS circuit breakers should be reset immediately if they are tripped.</p> <p>CAUTION: If the house battery switch is OFF, the CO detectors are NOT ACTIVE. There is no CO detector warning if the house battery switch is OFF.</p>
LIGHTS FSR	Put the circuit breaker in the ON position to connect power to the forward stateroom light switches.
LIGHTS ASR	Put the circuit breaker in the ON position to connect power to the aft stateroom light switches.
LIGHTS SALON	Put the breaker in the ON position to connect power to the salon and dinette light switches.
LIGHTS GALLEY	Put the breaker in the ON position to connect power to the galley light switches.
LIGHTS FWD HEAD	Put the breaker in the ON position to connect power to the forward head light switch.
LIGHTS AFT HEAD	Put the breaker in the ON position to connect power to the aft head light switch.
PUMP FWD HEAD	Put the breakers in the ON position to connect power to the forward head pump. Power to the pumps must be ON or the electrically controlled VacuFlush heads will not flush.
PUMP AFT HEAD	Put the breakers in the ON position to connect power to the aft head pumps. Power to the pumps must be ON or the electrically controlled VacuFlush heads will not flush.
STEREO / TV / DVD CKPT	Put the breaker in the ON position to connect power to the cockpit stereo, TV and DVD player.
STEREO / TV ANT / DVD SALON	Put the breaker in the ON position to connect power to the salon stereo, TV antenna amplifier and DVD player.
EPLEX SYSTEM	Put the circuit breaker in the ON position to connect power to the EPLEX PDM module.
REFRIG SALON	Put the breaker in the ON position to connect power to the salon refrigerator.
CKPT FRIG / SPARE	Put the breaker in the ON position to connect power to the galley refrigerator.
CKPT WD / SPARE	Switch the breaker ON to connect power to the cockpit refrigerator, if equipped. If not equipped, this breaker is a spare for future use.
MACERATOR / SPARE	Put the breaker in the ON position to turn on the macerator, if equipped. If not equipped, this breaker is a spare for future use.

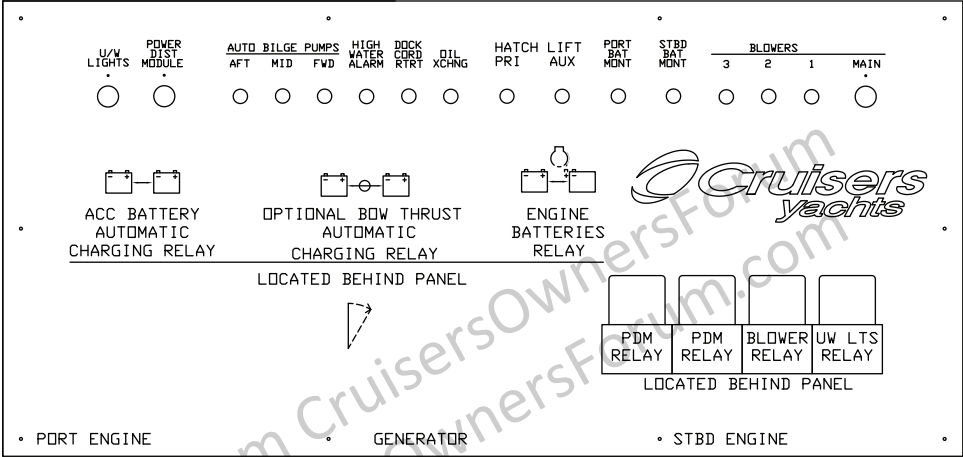
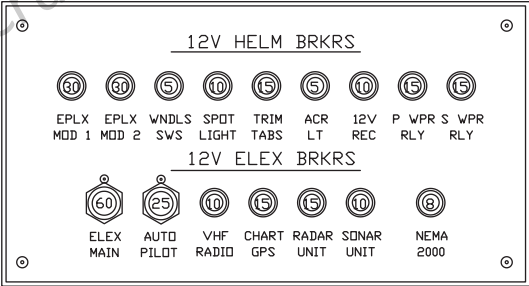


DC Circuit Breaker	Function
PUMP FRESH WATER	Put the breaker in the ON position to turn on the fresh water pump and the fresh water tank gauge. The pump will turn on automatically when a fresh water demand is actuated, i.e. opening a faucet, and will run at the speed required to maintain water flow.
CO MONITORS	This breaker connects power to the CO detectors. The breaker is connected to the +12 volts house battery switch, bypassing the DC MAIN circuit breaker for continuous CO detection. Reset this breaker immediately if it is tripped.
STEREO / DVD MEMORY SALON	This breaker connects power to the labeled accessories. The breaker is connected to the +12 volts house battery switch, bypassing the DC MAIN circuit breaker for continuous memory. Reset this breaker if it is tripped and reset memory settings.
STEREO MEMORY CKPT	This breaker connects power to the cockpit stereo. The breaker is connected to the +12 volts house battery switch, bypassing the DC MAIN circuit breaker for continuous memory. Reset this breaker if it is tripped and reset memory settings.
LIGHTS PANEL	Put the breaker in the ON position to connect power to the panel lights switch.
FWD HD BLOWER	Put the breaker in the ON position to connect power to the forward head exhaust fan switch.
AFT HD BLOWER	Put the breaker in the ON position to connect power to the aft head exhaust fan switch.
SHOWER SUMPS	These breakers protect the shower sump pumps. SHOWER SUMPS circuit breakers should be reset immediately if they are tripped.

Downloaded from Cruisers Yachts Owners Forum
<http://www.CruisersOwnersForum.com>



Section 4

DC Circuit Breaker	Function
ADDITIONAL CIRCUIT BREAKER PANELS	<p>There are two additional circuit breaker panels located in the yacht for localized functions. The panel locations and functions are shown.</p> <p>Panel is located in the port aft corner in the engine room, except IPS models. On IPS models, the panel is located in the port forward corner of the engine room.</p>  <p>50-E001D</p>
	<p>Panel is located below the helm.</p>  <p>50-E009D1</p>



AC Electrical System

DANGER

Considerable care has been taken to design a safe electrical system to protect you from hazardous shocks. Any modifications to the system should always be done by an authorized Cruisers Yachts Dealer not only to protect your warranty, but to protect you from hazardous shock as well.

AC POWER

The standard AC electrical system in the **430 Sports Coupe** is wired for 120/240V AC, 50-amp, single-phase, 60-hertz power. This allows the system to have two lines, L1 and L2, at 120V AC and also 240V AC. The neutral (white) conductor is connected to shore grounded neutral. The yacht ground (green wire) is connected to the dockside ground via a galvanic isolator. The galvanic isolator reduces galvanic corrosion due to stray low-voltage DC currents between the yacht ground and the dockside earth ground.

An optional AC system for non-US power is wired for 220-volt, 32-amp, 50-hertz power.

AC Master Panel

United States Version

120/240V AC, 50-amp, 60-hertz single-phase is the standard power system. An onboard generator will furnish 120/240V AC single-phase power.

International Version

220V AC, 32-amp, 50-hertz single-phase is the optional international power system. An onboard generator will furnish 220V AC, 50-hertz power.

The load center can receive power from dockside or the generator. For dockside power, move the slide protector over the generator breaker and turn on the dockside breaker. For generator power, move the slide protector over the dockside breaker and turn the generator breaker ON.

CAUTION

DO NOT reset a breaker which has been automatically tripped without first identifying and remedying the cause of the problem.

The circuit breakers' function is twofold: they allow you to manually enable or interrupt a circuit by flipping the switch to ON or OFF, and they also protect the system receiving the AC load by automatically breaking the circuit in case of shorts or overloads.

GENERATOR

IMPORTANT

Read the generator owner's manual contained in the Skipper's Kit before operating the generator for the first time. The manual contains important operation and maintenance information.



Section 4

The generator may be started from the engine batteries unless your yacht is equipped with a separate battery for the generator only.

To start the generator, hold generator switch in the START position until you hear the generator has started, then release switch. The switch will automatically return to the RUN position and AC power is applied to the load center or centers selected.

Turn the generator OFF by placing the generator switch in the STOP position.

The power transfer slide protector prevents accidental use of shore power and generator power at the same time. Slide protector positioning is discussed under OPERATION OF AC SYSTEMS.

OPERATION OF AC SYSTEMS

Connecting Shore Power Cable:

1. Make sure the shore dockside breaker, the yacht main dockside breaker and the yacht AC/DC panel DOCKSIDE breakers are in the OFF position.
2. Connect the shore power cable to the yacht receptacle and then connect the shore power cable to the dockside power source.
3. Be sure the DC MAIN circuit breaker is OFF and any 120V AC or 240V AC accessories that should not receive power immediately are switched OFF. If the indicator lights are normal, then the DOCKSIDE 240/120V AC circuit breaker may be switched on. AC and DC circuit breakers may then be switched ON as needed.

CAUTION

DO NOT turn the DOCKSIDE 240/120V AC breaker on if the REVERSED POLARITY light is ON. Severe damage to the electrical system could result. Disconnect the cable and have the fault corrected by a qualified electrician.

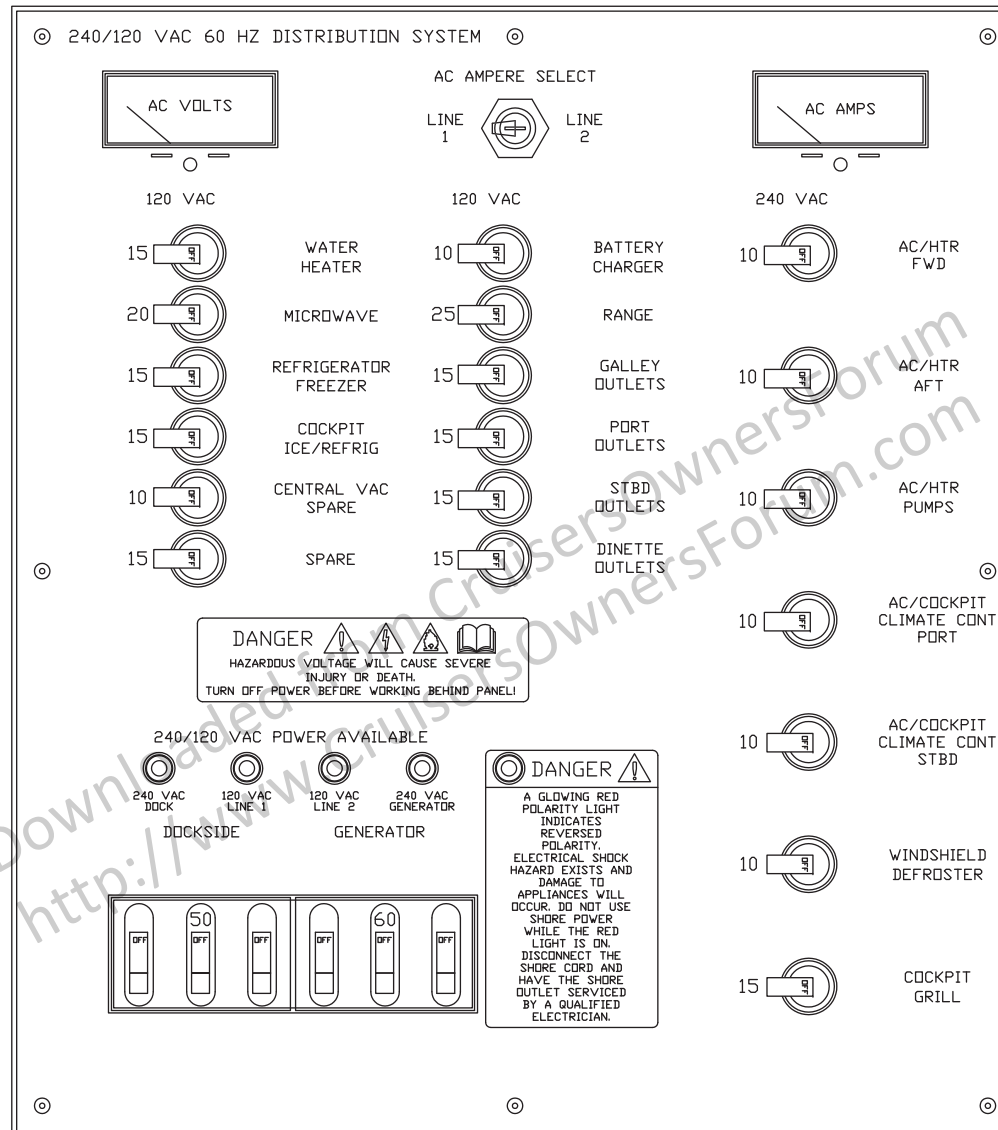
4. Switch the shore dockside breaker to the ON position. Switch the yacht dockside power breaker to the ON position. Then check the AC/DC panel POWER SOURCE AVAILABLE indicator lights. The 120V AC LINE 1, V AC DOCKSIDE and 120V AC LINE 2 indicator lights should be ON. The REVERSED POLARITY light should be OFF.

Disconnecting Shore Dockside Power:

Switch the yacht DOCKSIDE 240/120V AC circuit breaker OFF. Switch the yacht dockside power circuit breaker OFF. Switch the shore dockside power circuit breaker OFF. Then, the dockside power cable may be disconnected.



US Standards 50 Amp (240 / 120V AC)

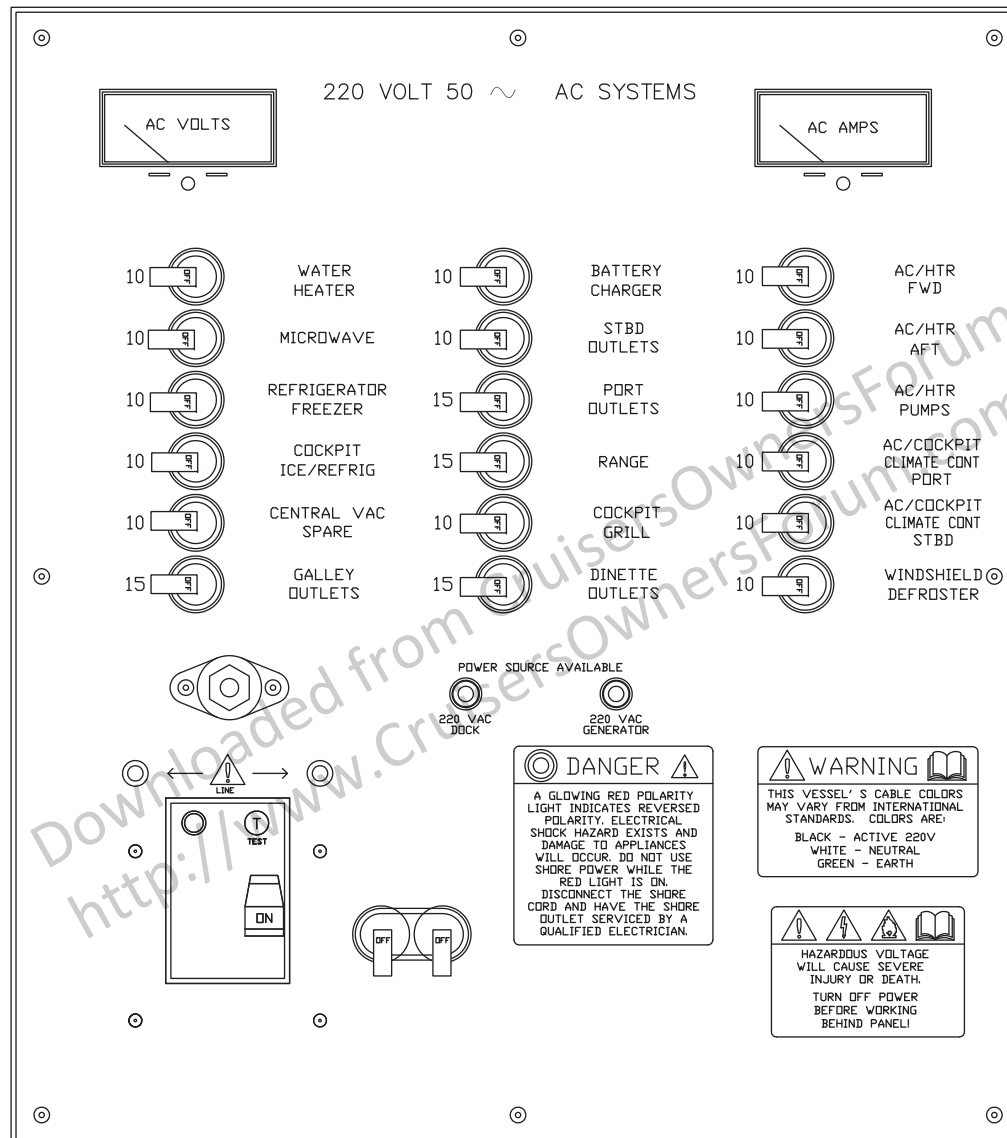


50-E012D



Section 4

International Standards 32 Amp (220V AC)



50-E014D



AC Panel Circuit Breaker Functions

When the AC panel is receiving power, the following circuit breakers can be switched ON.

120V AC CIRCUIT BREAKER FUNCTIONS	
AC Circuit Breaker	Function
120 VAC LEG #1	
WATER HEATER	Turn the circuit breaker to the ON position to turn the water heater ON. The water heater is controlled by a thermostat to keep the water at a constant temperature. Move the switch to the OFF position to turn the water heater OFF. The water tank must be full of water before it is powered..
MICROWAVE	The microwave can be operated from AC shore or generator power. Place this circuit in the ON position to make power available to the microwave. Move breaker to the OFF position to interrupt power to the unit. Refer to Skipper's Kit for microwave operation instructions.
COCKPIT ICE / REFRIG	Switch the breaker ON to connect power to the cockpit refrigerator or ice maker option. Refer to the Skipper's Kit for refrigerator/freezer operation instructions.
CENTRAL VACUUM / SPARE	Put the breaker in the ON position to turn on the optional central vacuum, if equipped. If not equipped, this breaker is a spare for future use.
SPARE	Put the breaker in the ON position to turn on the accessory designated to this breaker, if equipped. If not equipped, this breaker is a spare for future use.
BATTERY CHARGER	To operate the battery charger: place the circuit breaker in the ON position. The battery charger provides automatic battery charging. The charger generates 24V DC to charge the associated batteries. Move the breaker to the OFF position to turn the battery charger OFF..
RANGE	Switch the breaker ON to connect power to the galley range. Refer to the Skipper's Kit for range operation instructions..
GALLEY OUTLETS	Switch the breaker ON to connect power to the galley AC outlets.
PORT OUTLETS	Switch the breaker ON to connect power to the port AC outlets.
STBD OUTLETS	Switch the breaker ON to connect power to the starboard AC outlets.
DINETTE OUTLETS	Switch the breaker ON to connect power to the dinette AC outlets.



Section 4

120 VAC LEG #2	
AC / HTR AFT	Switch the breaker ON to connect power to the salon forward air conditioner/heater.
AC / HTR PUMPS	Switch the breaker ON to connect power to all air conditioner/heater pumps..
AC / COCKPIT CLIMATE CONTROL PORT	Switch the breaker ON to connect power to the port cockpit air conditioner/heater.
AC / COCKPIT CLIMATE CONTROL	Switch the breaker ON to connect power to the starboard cockpit air conditioner/heater.
WINDSHIELD DEFROSTER	Switch the breaker ON to connect power to the windshield defroster.
COCKPIT GRILL	Switch the breaker ON to connect power to the optional cockpit grill.

Downloaded from CruisersOwnersForum
<http://www.CruisersOwnersForum.com>



CRUISERS YACHTS, A DIVISION OF KCS INTERNATIONAL, INC. LIMITED WARRANTY

FIVE YEAR LIMITED STRUCTURAL WARRANTY: Cruisers Yachts warrants that for five (5) years after the date of delivery to the original retail purchaser who purchases from an authorized Cruisers Yachts dealer the hull, deck, fly bridge and hardtop shall be free from structural defects due to material or workmanship, under normal non-commercial use, that result in any delamination or separation of the stringers or composite structure. This does not include minor cosmetic defects or air voids.

THREE YEAR LIMITED BLISTER WARRANTY: Cruisers Yachts warrants that for three (3) years after the date of delivery to the original retail purchaser who purchases from an authorized Cruisers Yacht dealer the hull shall be free from defects in material or workmanship, under normal non-commercial use, that result in any blistering in the hull laminate below the water line provided that there has been no damage to the hull, abuse, negligence, vandalism, accident or lack of normal maintenance. Approval of claims relating to blistering shall be solely at the discretion of Cruisers Yachts and Cruisers Yachts obligation to repair or replace pursuant to this paragraph shall be at the sole discretion of Cruisers Yachts. This warranty does not include blisters or defects in the gelcoat that do not extend into the hull laminate.

ONE YEAR LIMITED COMPONENTS WARRANTY: Cruisers Yachts warrants that for one (1) year after the date of delivery to the original retail purchaser who purchases from an authorized Cruisers Yacht dealer all vessel components manufactured by Cruisers Yachts shall be free from defects due to material or workmanship under normal non-commercial use. On components not manufactured by Cruisers Yachts, Cruisers Yachts shall assign to purchaser warranties extended by those manufacturers as allowed.

EXCLUSIONS: This limited warranty does not cover or extend to any of the following: (a) defects that are a result of normal wear and tear, commercial use, racing, rental, charter or military use; abuse, negligence, vandalism, lack of maintenance, casualty loss or docking damage (b) alterations and modifications without first obtaining the written authorization of Cruisers Yachts shall be excluded from coverage as it relates to the alterations/modifications (c) leaks in windows and hatches after the first year (d) components manufactured by another manufacturer (including, but not limited to, engines, transmissions, propellers, generators, electronics, batteries, air conditioning units and appliances) (e) tears, fading, discoloration or mildewing of fabric or upholstered components (f) blistering, fading, chalking or cracking of any gelcoat, varnish, paint or metallic finish (g) electrolysis, galvanic corrosion, crevice corrosion or any other deterioration of underwater components (h) statements and representations that estimate the speed, weight, fuel consumption, static or dynamic attitude in the water, or other performance characteristics of the vessel and any statements, representations or warranties, other than those given in this limited warranty.

Limitations

CRUISERS YACHTS SHALL NOT BE LIABLE FOR CONSEQUENTIAL, INCIDENTAL OR INDIRECT DAMAGES OF ANY NATURE. REPAIR OR REPLACEMENT OF DEFECTIVE PARTS SHALL BE AT CRUISERS YACHTS SOLE DISCRETION AND THE SOLE AND EXCLUSIVE REMEDY OF THE PURCHASER.

THIS WARRANTY GIVES THE PURCHASER SPECIFIC LEGAL RIGHTS. THE RIGHTS AND REMEDIES OF THIS WARRANTY ARE EXCLUSIVE AND GIVEN IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, TO INCLUDE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE WHETHER ARISING BY LAW, CUSTOM, CONDUCT OR USAGE OF TRADE.

THE PURCHASER MAY HAVE OTHER RIGHTS NOT STATED HEREIN AND THOSE RIGHTS MAY VARY FROM STATE TO STATE. IN THE EVENT THAT IMPLIED WARRANTIES ARE FOUND TO EXIST UNDER THE LAW OF A PARTICULAR STATE, NOTWITHSTANDING THE EXCLUSION CONTAINED HEREIN, THE DURATION OF SUCH WARRANTY SHALL BE LIMITED TO THE DURATION OF THE APPLICABLE LIMITED WARRANTY STATED HEREIN.

THE SELLING DEALER IS NOT AN AGENT OF CRUISERS YACHTS OR A CO WARRANTOR AND IS NOT AUTHORIZED TO AMEND OR MODIFY THIS LIMITED WARRANTY IN ANY MANNER.

WARRANTY CLAIM PROCEDURES: Purchaser shall notify the selling dealer within thirty (30) days of discovering any defect and the selling dealer shall submit to Cruisers Yachts a service and parts request form together with any documentation to support the claim. In the event the dealer fails to respond to purchaser's notification, or purchaser is dissatisfied with dealer's response, purchaser shall notify Cruisers Yachts, in writing at the address shown herein, of purchaser's dissatisfaction, and provide Cruisers Yachts a reasonable opportunity to cure any defect covered by this limited warranty.

In the event that the repairs require the transportation of the vessel, the owner shall be responsible for any transportation related charges and in no event shall the vessel be returned to the Cruisers Yachts facilities without the prior written consent of Cruisers Yachts.

MISCELLANEOUS: Cruisers Yachts reserves the right to modify its vessels through changes in design / material without incurring any responsibility to vessel owners of similar or the same model manufactured at an earlier date.

STATUTE OF LIMITATIONS: Notwithstanding the limitations stated herein, in the event owner commences any action seeking rescission or revocation pursuant to any law of a particular state, such action shall be barred as to manufacturer unless commenced within one (1) year after the date of delivery to the original retail purchaser.

WARRANTY REGISTRATION AND TRANSFERABILITY: Purchasers of new vessels shall submit the attached warranty registration card to Cruisers Yachts within thirty (30) days of purchase to activate the warranty. Remaining warranties on used vessels, purchased from authorized Cruisers Yachts dealers, may be transferred if the purchaser completes a warranty transfer card, pays the appropriate fee, and mails the warranty transfer card to Cruisers Yachts within thirty (30) days of such purchase. Cruisers reserves the right to reject any warranty transfer that originates from other than an authorized dealer or for a boat that has been damaged, neglected or otherwise excluded.

NOTICES: All notices herein shall be delivered by U.S. Mail, postage prepaid, to the purchaser at the address contained in Cruisers Yachts database and to Cruisers Yachts at CRUISERS YACHTS, A DIVISION OF KCS INTERNATIONAL, INC., 804 PECOR STREET, OCONTO, WI 54153 USA.



This Page Intentionally Left Blank

Downloaded from CruisersOwnersForum
<http://www.CruisersOwnersForum.com>